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TWENTIETH ANNUAL REPORT

OF THE

RAILROAD COMMISSION

OF

LOUISIANA

JANUARY 1, 1919

COVERING THE PERIOD ENDING DECEMBER 31, 1918

Published under authority of
the Railroad Commission of Louisiana

1919

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OF THE

RAILROAD COMMISSION

OF

LOUISIANA

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JANUARY 1, 1919

COVERING THE PERIOD ENDING DECEMBER 31, 1919

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RAILROAD COMMISSION OF LOUISIANA

January 1, 1919.

SHEBLY TAYLOR, Second District.....*Chairman*
JOHN T. MICHEL, First District.....*Commissioner*
HUEY P. LONG, Third District.....*Commissioner*
HENRY JASTREMSKI.....*Secretary*
W. M. BARROW.....*Counsel*

PAST COMMISSIONERS

R. N. SIMS.....Resigned April, 1901
W. L. FOSTER.....Term Expired December 6, 1906
OVERTON CADE.....Term Expired December 10, 1908
C. L. DEFUENTES.....Term Expired December 10, 1910
J. J. MEREDITH.....Term Expired December 10, 1912
HENRY SCHREIBER.....Died September 22, 1913
B. A. BRIDGES.....Term Expired December 6, 1918

1921

CONTENTS

Index to Report.....	
Letter of Transmittal.....	1 to 12
Report of Attorney General.....	13 to 24
Rules and Regulations (Appendix "A").....	1 to 54
Orders Issued Jan. 1, 1918, to Dec. 31, 1918 (Appendix "B")...	56
Index-Digest of all orders issued since the organization of the Commission to Jan. 1, 1919 (Appendix "C").....	103 to 257
Rates and Rate Rulings (Appendix "D").....	259 to 444

GENERAL INDEX

Twentieth Annual Report of the Railroad Commission of Louisiana.

A

Abandonment of part of N., U. & R. Ry.....	14
Accident reports	9
Advance of 25% in freight rates allowed short lines.....	64
Agency at Chacahoula.....	75
Alexandria and Cheneyville train service.....	101
Alexandria-Lafayette train service.....	97
Annual reports, filing of.....	67
Appendix "A"—Rules and Regulations.....	1
Appendix "B"—Orders Issued During Year.....	1
Appendix "C"—Index-Digest of all orders issued to Jan. 1, 1919.....	103
Assistant Attorney General's Report.....	13
Appendix "D"—Rates and Rate Rulings.....	259

B

Black Hawk station.....	82
Black strap molasses rates.....	87
Breaux Bridge depot.....	71

C

Car service charges at Marrero and Amesville.....	5
Chacahoula agency	75
Changing name of station from Richard to LeMoyen.....	84
Cheneyville and Alexandria train service.....	101
Chevy Chase station, discontinuance.....	17-42
Classification, Western, No. 55.....	35
Clifford station, discontinuance.....	17-42
Clinton and Ethel, Sunday train service.....	70
Closing station at Grosse Tete.....	68
Closing Lane station.....	88
Cocoanut cake and meal.....	20
Cotton and cotton linters.....	21-23
Cotton seed and cotton seed products rates, V., S. & P. Ry....	27
Crew Lake facilities.....	13
Cross tie rates to Algiers.....	85
Crowley sugar rates.....	93
Crowley telegraph office.....	83

D

Dayton station, discontinuance.....	17-42
Demurrage charges	4-6-34
Depot facilities at Dido.....	66
Depot facilities at Frost.....	100
Dido depot facilities.....	66
Discontinuance of Juanita as a flag station.....	10
Discontinuance of Tensas spur.....	33
Discontinuance of train between Eudora and Lake Providence..	34

E

Ethel and Clinton, Sunday train service.....	70
Eudora, train service.....	34
Express rates on fruit from New Orleans to Jennings.....	92

F

Fay station.....	17-42-61
Forest telegraph service.....	11
Freight and passenger facilities at Crew Lake.....	13
Frost depot facilities.....	100
Fruit rates from New Orleans to Jennings.....	92

G

Grosse Tete station.....	68
--------------------------	----

H

Hackley and Kentwood railroad operation.....	76
--	----

I

Index-Digest of all orders issued to Jan. 1, 1919.....	103
--	-----

J

Jeffries changed to Willets.....	63
Juanita discontinued as a flag stop.....	10

K

Kentwood and Hackley railroad operation.....	76
--	----

L

Lafayette-Alexandria train service.....	97
Lake Providence train service.....	34
Lane station.....	88
Letter of Transmittal.....	1
Live stock rates.....	24-54
Log rates.....	74
Longbridge station.....	82
Location of depot at Breau Bridge.....	71

M

Mermentau warehouse track.....	36
Minimum per car charge.....	90
Mode of procedure adopted.....	5
Moeling spur track.....	52
Molasses in tank cars.....	22
Molasses rates.....	87
Molasses and sugar rates on Mississippi river.....	98
Montegut changed to LaPlace.....	62
Moore station, discontinuance.....	17-42
Moreau station, discontinuance.....	17

N

N., U. & R. Ry., abandoning a part of line.....	14
Nettle changed to Prairieville.....	59

O

Oil transportation.....	10
Oil through pipe lines.....	36
Onions and potatoes.....	46-47-48
Operation of railroad between Kentwood and Hackley.....	76

Orders Issued During Year—Appendix "B".....	1 to 101
Order No. 2164—Rice rates between points in Louisiana.....	3
Order No. 2165—Demurrage charges	4
Order No. 2166—Rules and Regulations and Mode of Procure	5
Order No. 2167—Car service charges at Marrero and Amesville	5
Order No. 2168—Switching at Marrero.....	6
Order No. 2169—Demurrage charges	7
Order No. 2170—Violation of Rule 48-a, step boxes.....	9
Order No. 2171—Violation of rules relative to accident reports	9
Order No. 2172—Transportation of oil.....	10
Order No. 2173—Discontinuance of Juanita flag station.....	10
Order No. 2174—Telegraph service at Forest.....	11
Order No. 2175—Train service between Alexandria and New Orleans	12
Order No. 2176—Freight and passenger facilities at Crew Lake	13
Order No. 2177—Abandonment of part of N., U. & R. Ry.....	14
Order No. 2178—Passenger train service on T. & G. Ry.....	15
Order No. 2179—Discontinuance of trains on C., R. I. & P. Ry..	16
Order No. 2180—Discontinuance of stations on L. & A. Ry....	17
Order No. 2181—Paloma and Selgen made flag stops.....	18
Order No. 2182—Violation of Rule 18-b, T. & P. Ry.....	19
Order No. 2183—Rates on cocoanut cake and meal and palm kernel meal	20
Order No. 2184—Maximum weight of transferred freight.....	21
Order No. 2185—Cotton and cotton linters.....	21
Order No. 2186—Molasses in tank cars.....	22
Order No. 2187—Cotton and cotton linters.....	23
Order No. 2188—Rates on live stock.....	24
Order No. 2189—Rates on cotton seed and cotton seed products	27
Order No. 2190—Telephone rates	31
Order No. 2191—Stopping trains at Selgen.....	32
Order No. 2192—Removal of spur track at Zimmer.....	32
Order No. 2193—Discontinuance of Tensas spur.....	33
Order No. 2194—Discontinuance of trains between Eudora and Lake Providence	34
Order No. 2195—Demurrage charges	34
Order No. 2196—Western Classification No. 55.....	35
Order No. 2197—Mermentau warehouse track.....	36
Order No. 2198—Separate compartments for the sexes.....	38
Order No. 2199—Oil through pipe lines.....	39
Order No. 2200—Roosevelt station	41
Order No. 2201—Chevy Chase, Dayton, Sylvania, Fay, Paty, Clifford, Stacey and Moore stations.....	42
Order No. 2202—Steamboat rates	43
Order No. 2203—Steamboat rates	45
Order No. 2204—Steamboat rates	46
Order No. 2205—Steamboat rates	47
Order No. 2206—Potatoes and onions.....	48
Order No. 2207—Telephone rates	49
Order No. 2208—Removal of spur track at Moeling.....	52
Order No. 2209—Schedules on Southwestern Traction & Power Company's line	52
Order No. 2210—Rates on live stock.....	54
Order No. 2211—Change of Nettle station to Prairieville.....	59
Order No. 2212—Telephone service at Paradis.....	60
Order No. 2213—Reestablishment of Fay as flag station.....	61
Order No. 2214—Changing Montegut to LaPlace.....	62
Order No. 2215—Changing Jeffries to Willets.....	63
Order No. 2216—Advance of 25% in freight rates on short lines	64

Order No. 2217—Changing Witten to Duplessis.....	65
Order No. 2217—Changing Rhineland to Judd.....	65
Order No. 2219—Depot facilities at Dido.....	66
Order No. 2220—Violation of rules relative to filing annual re- ports	67
Order No. 2221—Closing station at Grosse Tete.....	68
Order No. 2222—Stock pens at Pelican.....	69
Order No. 2223—Sunday train service between Ethel and Clin- ton	70
Order No. 2224—Location of depot at Breaux Bridge.....	71
Order No. 2225—Removal of St. Vincent Spur.....	73
Order No. 2226—Rates on logs.....	74
Order No. 2227—Agency at Chacahoula	75
Order No. 2228—Operation of railroad between Kentwood and Hackley	76
Order No. 2229—Discontinuing stations at Longbridge, Black Hawk and Ratcliffe.....	82
Order No. 2230—Telegraph office at Crowley.....	83
Order No. 2231—Changing name of station from Richard to LeMoyen	84
Order No. 2232—Rates on cross ties to Algiers.....	85
Order No. 2233—Rough rice rates.....	85
Order No. 2234—Rates on black strap molasses	87
Order No. 2235—Closing Lane station.....	88
Order No. 2236—Passenger fares	88
Order No. 2237—Passenger fares	89
Order No. 2238—Minimum per car charge.....	90
Order No. 2239—Express rates on fruit from New Orleans to Jennings	92
Order No. 2240—Rates on petroleum and its products.....	92
Order No. 2241—Rates on sugar to Crowley.....	93
Order No. 2242—Train service on Port Allen branch.....	95
Order No. 2243—Train service between Lafayette and Alex- andria	97
Order No. 2244—Rates on sugar and molasses on Mississippi River	98
Order No. 2245—Depot facilities at Frost.....	100
Order No. 2246—Train service between Cheneyville and Alex- andria	101
Overloaded cars	21

P

Palm kernel meal.....	20
Paloma made a flag stop.....	18
Paradis telephone service.....	60
Passenger fares	88-89
Passenger train service between Alexandria and New Orleans.	12
Passenger train service on T. & G. Ry.....	15
Paty station, discontinuance.....	17-42
Pelican stock pens.....	68
Petroleum and its products rates.....	92
Pipe lines	39
Port Allen branch train service.....	95
Potatoes and onions.....	46-47-48

R

Rates and rate rulings.....	259
Agricultural implements	261
Asphalt	261

INDEX

ix

Baggage	262
Bags	263
Bagging and ties	263
Baking powder	265
Barrels, empty	267
Beans	268
Bottles	268
Brick	269
Candy	269
Cisterns	269
Classes	343
Classes and commodities	276
Classifications	290
Coal and coke	294
Cocoanut cake and meal	295
Coca Cola	295
Coffee	296
Coke and coal	294
Cord wood	296
Corn and oats	296
Cotton	300
Cotton piece goods	314
Cotton seed oil	315
Cotton seed and cotton seed products	315
Cow peas	330
Cream and milk	392
Crude oil	353
Demurrage	330
Drayage charges	335
Empty barrels	267
Excess baggage	262
Exhibits for fairs	335
Express rates	335
Fairs	343
Feed	344
Fertilizer	347
Fruits and vegetables	350
Fuel oil	353
Grain and grain products	353
Gravel	354
Hay	358
Household goods and immigrant movables	358
Ice	361
Joint through rates	363
Junk	363
Limestone	363
Live stock	364
Logs	375
Lumber, logs and staves	375
Machinery	389
Manure	392
Milk and cream	392
Mill feed	395
Minimum charges and weights	395
Molasses	397
Moss	398
Naval stores	399
Oats and corn	399
Oils	399

Oil, crude	353
Oil, fuel	353
Passengers	399
Petroleum and products	402
Pine knots	406
Piling and ties	406
Pipe and fittings	407
Pitch tar	261
Plow points	407
Pop	407
Potatoes	408
Rice	409
Road material	414
Rope	414
Salt	415
Sand	416
Scrap iron	416
Shells	418
Slabs	418
Soda water, etc.	418
Staves, etc.	419
Stone, broken	419
Straw	420
Sugar and molasses	420
Sugar cane	422
Switching	425
Tar	261
Telephone rates	429
Theatrical cars	436
Vegetables and fruit	350
Vinegar	438
Well boring outfits	389
Whiskey	438
Wood	439
Removal of spur track at Moeling	52
Removal of St. Vincent spur	73
Removal of spur track at Zimmer	32
Report of Assistant Attorney General	13
Rhineland station changed to Judd	65
Rice rates between points in Louisiana	3
Rice rates	85
Richard changed to LeMoyen	84
Roosevelt station	41
Rough rice rates	85
Rules and Regulations, Appendix "A"	1
Rules and Regulations adopted	5

S

St. Vincent spur removal	73
Seigen made a flag stop	18
Seigen, stopping trains at	32
Separate compartments for the sexes	38
Schedules on Southwestern Power Company's line	52
Short line rates advance 25%	64
Stacey station, discontinuance	17-42
Steamboat rates	43-45-46-47-98
Steamboat rates on sugar and molasses	98
Step boxes	9
Stock pens at Pelican	69
Stopping trains at Seigen	32

INDEX

xi

Sugar rates to Crowley.....	93
Sugar and molasses rates on Mississippi River.....	98
Sunday train service between Clinton and Ethel.....	70
Switching at Marrero and Amesville.....	5-6
Sylvania station, discontinuance.....	17-42

T

Telegraph office at Crowley.....	83
Telegraph service at Forest.....	11
Telephone rates	31-49
Telephone service at Paradis.....	60
Tensas spur, discontinuance.....	33
Train service between Alexandria and New Orleans.....	12
Train service between Cheneyville and Alexandria.....	101
Train service, C., R. I. & P. Ry.....	16
Train service between Lafayette and Alexandria.....	97
Train service on Port Allen branch.....	95
Transportation of oil.....	10
Transferring overloaded cars.....	21
Tremont & Gulf Ry., passenger service.....	15

V

Violation of Rule 48-a, step boxes.....	9
Violation of rules relative to accident reports.....	9
Violation of Rule 18-b by T. & P. Ry.....	19
Violation of rules relative to filing annual reports.....	67

W

Western Classification No. 55.....	35
Witten changed to Duplessis.....	65

Z

Zimmer spur track.....	32
------------------------	----

**LETTER
OF
TRANSMITTAL**

Railroad Commission of Louisiana

TWENTIETH ANNUAL REPORT

COVERING THE PERIOD ENDING DECEMBER 31, 1918

*To His Excellency, Ruffin G. Pleasant,
Governor of the State of Louisiana:*

The Railroad Commission of Louisiana has the honor to submit herewith its Twentieth Annual Report. The period covered by this report is from January 1, 1918, to December 31, 1918.

The President of the United States on December 26, 1917, by proclamation, took possession and assumed control of all the rail or combined rail-and-water systems of transportation located within the boundaries of the United States, in order to utilize the same for needful purposes connected with the prosecution of the war; and directed that the possession, control, operation and utilization of such transportation systems should be exercised by and through a Director-General of Railroads.

The President declared that a complete mobilization of transportation facilities and resources could not be successfully effected except by placing these utilities under a single authority.

At a subsequent date many of the smaller railroads of the country were relinquished from Federal control and the properties, and the operation thereof, returned to their owners. There are, at the present time, approximately two thousand miles of such non-Federal-controlled lines in the State of Louisiana. Some of the lines in this classification in Louisiana have considerable mileage and are highly developed and important arteries of commerce. As to these lines this Commission exercises full authority and jurisdiction.

At the commencement of Federal control of railroads this Commission, as well as all other State regulatory bodies, was requested by the United States Railroad Administration to cooperate with it in the handling of local situations. The Commission promptly responded, tendering its facilities.

The work and activities of the Commission have not decreased with Federal control. On the contrary, it has increased, the only change being in the character and method of handling situations presented it for adjustment. It is obvious that purely local and State matters cannot be intelligently and properly handled by a central organization at Washington; and, as a natural consequence, State regulatory bodies have been made the medium through which dissatisfied shippers and communities have been enabled to present their grievances to the controlling authorities.

Full and complete support to the government in its efforts to co-ordinate railroad activities and to promote efficient and economical operation of the roads has been given by this Commission; and many severe requirements instituted by Federal authorities have been acquiesced in on the ground of war necessities.

The attention of the President and the Director-General of Railroads, necessarily concentrated on questions of national policy and world problems, the work of originating and directing transportation operation fell to subordinates. Many of these were formerly members of railroad organizations, under private ownership and operation, and, whatever the cause, their attitude retarded the activities and usefulness of State commissions. Drastic rules, rate orders and practices were promulgated and made effective without opportunity being given interested shippers to be heard. Many rights and privileges accorded only after years of effort on the part of shippers and State commissions were withdrawn. Many intrastate rate schedules, promulgated after years of investigation, in which local conditions were considered, were wiped out.

- It is the consensus of opinion of State commissions that in numerous instances not only has the Railroad Administration exceeded the powers conferred upon it by Congress, but because of its unfamiliarity with local conditions has placed severe and undue burdens upon the shipping and traveling public. Be that as it may, however, during the period of the war it was generally recognized that there should be no questioning of any act of the government. Now that peace has become a practical reality acts which were considered war measures may properly be investigated and discussed. The fact that State commissions hes-

itated to engage in litigation with the Federal government over questions of jurisdiction is not to be taken as an indication that they will continue to acquiesce in all acts of the United States Railroad Administration in times of peace. It is this Commission's purpose to make every effort to readjust transportation matters within the State with due regard to existing conditions.

Shippers of the country are, with practical unanimity, favoring the immediate return of transportation utilities to private ownership. Congress will doubtless order a prompt return of carriers to their owners, and State commissions will begin the task of formulating policies and practices in line with the varying necessities of different territories.

CHANGE IN MEMBERSHIP.

At the close of the year there was a vacancy in the Commission membership, the term of Hon. B. A. Bridges, Commissioner from the Third Railway District of Louisiana, having expired in December, 1918. This vacancy was filled by the induction into office of Hon. Huey P. Long, elected November 6, 1918.

FORMAL DOCKET.

The orders printed herein will give a general idea of the formal complaints handled in which written opinions and orders have been issued. These orders do not, however, indicate the number of formal complaints which have been disposed of, for numerous cases have been dismissed because of satisfactory adjustments, or for other reasons, without the necessity of formal orders.

INFORMAL COMPLAINTS.

The handling of this character of complaints constitutes an important element of the Commission's work, and it is gratifying to the Commission that it has been successful in adjusting hundreds of complaints having to do with service, rates, etc., without the necessity of formal proceedings, or without requiring the complainants to attend hearings of the Commission.

LEGAL DEPARTMENT.

Owing to the many changes brought about in the law by the Federal Control Act, under which the railroads have been oper-

ated during the past year, many new questions have arisen demanding research and advice on the part of the Commission's counsel. Such matters have remained as heretofore in the hands of Assistant Attorney General W. M. Barrow, who is assigned to the Commission's work by the Department of Justice of the State.

Among the important cases which have been before the courts during the year 1918 are the following:

State ex rel. Tate, et al., vs. Brooks-Scanlon Company and Kentwood & Eastern Railway Company. In this case it was held that the Railroad Commission has power over all matters and things connected with and concerning the service to be given by railroads, express, telephone, telegraph, steamboat and other craft, and sleeping car companies and corporations in this State, and their operations within the State, and that the courts of the State have no original jurisdiction in such matters, but they may review the decisions of the Commission.

The case of *L. R. & N. Company vs. Railroad Commission*, in which the Supreme Court held that the Commission's order requiring the L. R. & N. Company to maintain a private spur track at Blakewood, Louisiana, was unreasonable.

In the case of *Empire Rice Milling Company vs. Railroad Commission of Louisiana*, the Supreme Court sustained the Commission's order fixing milling-in-transit rates on rice.

In the case of *Shreveport Window Glass Company vs. Railroad Commission of Louisiana*, the Supreme Court sustained the Commission's order refusing to penalize the L. R. & N. Company for failing to charge the same rates on shipments of sand from New Orleans to Shreveport as applied over the Texas & Pacific Railway, special rates having been authorized for the Texas & Pacific.

Alexandria & Western Railway Company vs. Railroad Commission. In this case the Commission's order fixing a rate of three cents per hundred pounds for the transportation of lumber and logs from points on the Alexandria & Western Railway to Alexandria was unreasonable.

In the case of *Brooks-Scanlon Company vs. Railroad Commission of Louisiana*, in which the Commission sought writs of certiorari and prohibition against the Judge of the Twenty-second Judicial District Court to prevent the dissolution of an injunc-

tion on bond without notice and hearing, the Supreme Court held that the court will not exercise supervisory jurisdiction by the issuance of a writ of prohibition to a court of original jurisdiction when it appears from the record that the party complaining has made no attempt to obtain relief, and might have obtained it from the court of original jurisdiction.

One of the most important cases arising out of the orders of the Commission during the year 1918 was the case of the *Kentwood & Eastern Railroad Company*. In this case the Commission, by appropriate order, required the Brooks-Scanlon Company, which owns the Kentwood & Eastern Railway, to continue its operation. The Brooks-Scanlon Company brought suit against the Commission to have the order set aside. The Commission obtained an injunction to prevent the Brooks-Scanlon Company from removing the track, which in turn was dissolved on the Brooks-Scanlon Company furnishing bond of \$75,000.00. The case was decided against the Commission in the lower court, and has been appealed to the Supreme Court of the State. It was argued and submitted on February 3rd, 1919, and a decision is expected at an early date.

The most important litigation in which the Commission has been involved since its organization has arisen out of the so-called "Burleson telephone rates". This case is known as *Railroad Commission, et al. vs. Cumberland Tel. & Tel. Co., Inc., and Albert S. Burleson*, and is fully reviewed in the report of the Assistant Attorney General, which is published herein.

Many valuable opinions have been rendered to the Commission by the counsel; and work has been done through the Commission's legal department in adjusting matters of importance to the people of the State of Louisiana with the Railroad Administration at Washington.

Attention is called to the Report of the Assistant Attorney General, which gives the details of the work of the legal department during the past year.

POWERS OF THE COMMISSION EXTENDED.

The General Assembly of 1918 passed an act enlarging the powers of the Railroad Commission by vesting in this Commission the power and authority, and making it its duty to require all owners, possessors, or operators of any railway, railroad,

tramway, log road, whether operated by electricity or steam or other motive power; and all transportation, irrigation and drainage canals and syphons, wherever the same shall cross any public road, to construct and maintain such crossings and approaches, in accordance with the standard specifications furnished police juries of the respective parishes of this State by the State Highway Department of the Board of State Engineers. The act, which is Act No. 132 of 1918 (p. 225), is as follows:

"Section 1. Be it enacted by the General Assembly of the State of Louisiana, that the powers and duties of the Railroad Commission of Louisiana are hereby added to and enlarged; and the power and authority is hereby vested in the said Commission, and it is hereby made the duty to require the owner, possessor or operator of any railway, railroad, tram road, log road, transportation, irrigation or drainage canal, or syphon, crossing any public road already constructed or which may hereafter be constructed, to construct and maintain a suitable and convenient crossing over such public road, the said crossing to extend to the limits of the right of way, or fifty feet from the center of such railway, railroad, tram road, log road, transportation, irrigation or drainage canal or syphon, in accordance with the standard specifications furnished by the State Highway Department of the Board of State Engineers in respect to such crossings.

Section 2. Be it further enacted, etc., That the Police Juries of the respective Parishes of this State shall certify to the Railroad Commission of Louisiana any case where any railway, railroad, tram road, log road, transportation, irrigation or drainage canal, or syphon, has not constructed or maintained or refuses to construct and maintain, a crossing over a public road in accordance with the standard specifications of the State Highway Department of the Board of State Engineers, in respect to such crossings; whereupon the Railroad Commission of Louisiana shall enter an appropriate order requiring such crossing to be constructed in accordance with the standard specifications of the State Highway Department of the Board of State Engineers in respect thereto.

Section 3. Bt it further enacted, etc., That the orders of the Railroad Commission shall be enforced in the manner provided by Articles 284 to 289 of the Constitution of the State of Louisi-

ana as amended, by the imposition of the penalties provided therein for violation of the orders of the Railroad Commission of Louisiana.

Section 4. Be it further enacted, etc., That the owner, possessor, or operator of any railway, railroad, tram road, log road, transportation, irrigation or drainage canal or syphon, may, within thirty (30) days, and not thereafter, contest any order of the Railroad Commission of Louisiana by filing a petition in the District Court of the Parish wherein the said road crossing is located; said case to be placed on the summary docket and tried by preference, both in the trial and appellate courts.

Section 5. Be it further enacted, etc., That all laws or parts of laws in conflict herewith be, and the same are hereby repealed."

One case has arisen under this act which was promptly adjusted after the Commission called attention of the railroad company to its provisions.

PASSENGER TRAINS.

There has been a considerable reduction of passenger train mileage within the State during the period covered by this report. Many trains have been annulled by the Federal Railroad Administration, some of the greatest importance, and over the protest of this Commission. Every effort is being and will be made to restore these important trains to service, in that normal conditions may as soon as possible prevail.

EXPRESS COMPANIES.

A consolidation of all of the express companies operating over Federal controlled lines was announced by the Director-General of Railroads in May, 1918, the merger becoming effective the first of July following. The two companies formerly operating in Louisiana, the American Express Company and Wells Fargo & Company Express, were absorbed in this consolidation, the express utility now being known as the American Railway Express Company. Subsequently this express company was taken over by the Railroad Administration and is now being operated in substantially the same manner as the Federal controlled rail lines. It is the general opinion that this consolidation will run concurrently with the Federal control of railroads

and expire by limitation at the same time that the government controlled roads are relinquished to their owners.

TELEGRAPH AND TELEPHONE COMPANIES.

The government has been in control of all telephone and telegraph properties only since August 1, 1918, and but few changes in rates or operating conditions have been perfected. The Postmaster General, in whom authority for operating these utilities was vested by the President, asserts jurisdiction over rates, and has expressed his purpose to standardize toll and exchange rates throughout the country. This Commission, along with many others in the United States, does not admit this claim as to jurisdiction over rates, believing that the act of Congress giving the President authority to take over the wire plants for military purposes, reserved all police powers to the States. Any attempt on the part of the Postmaster General to seriously disturb rate conditions in Louisiana will be promptly met.

For many years no formal complaint has been filed against any of the telephone companies operating in the State, and those minor complaints to which the attention of the Commission has been brought have invariably been adjusted by correspondence. The service has been efficient and a high standard maintained; and now that military necessity no longer exists there should be no act the effect of which will be to disturb the relationship between the telephone companies and the telephone using public in Louisiana.

SLEEPING CAR SERVICE.

No formal complaint has been filed with the Commission relative to sleeping car service, which appears to be generally satisfactory.

RULES AND REGULATIONS.

The Rules and Regulations, revised to January 1, 1919, are printed as a special appendix to this report, together with an index thereto.

LAWS.

The laws of Louisiana, embracing the articles of the Constitution and acts of the Legislature governing the Railroad Commission of Louisiana, and railroad, steamboat, express, telephone, telegraph, sleeping car and pipe line companies, have been com-

piled and published in a separate volume. This volume may be had upon application to the Commission.

OFFICIAL STATE MAP.

As usual, the Commission distributed the official map of Louisiana for the year 1918. This map is complete in every detail, showing every line of railroad in the State, each line being shown in distinct colors. The official map for the year 1919 will be distributed as a supplement to the Twentieth Annual Report.

DIVISION OF STATISTICS.

The change in the reporting date from June 30 of each year to December 31 of each year, renders it impossible to publish in this report, without undue delay, the customary Appendix Statistical. In order to avoid such delay Part Second Statistical Appendix will be published in a separate volume.

CONCLUSION.

During the past year the members of the Commission have successfully handled many important questions, and have firmly established the Commission as a body of greatest value to the State—an efficient means of securing to the people the rights granted them by law—and at the same time acting equitably to frequently conflicting interests.

The work of the office is on an efficient business basis, being handled by a well-qualified staff of employees, each of whom is specially well adapted to the intelligent execution of the duties of his department. It is desired to express our appreciation to these employees for their faithful service and co-operation during the year just ended.

All of which is respectfully submitted.

SHELBY TAYLOR, Chairman;

JOHN T. MICHEL, Commissioner;

HUEY P. LONG, Commissioner.

HENRY JASTREMSKI, Secretary.

REPORT
OF
WYLIE M. BARROW

ASSISTANT ATTORNEY GENERAL

In Charge of Railroad Commission Docket

For the Period from

January 1, 1918, to January 1, 1919

FEBRUARY 1, 1919.

Hon. Shelby Taylor, Chairman;
Hon. John T. Michel, } *Commissioners,*
Hon. Huey P. Long, }
Railroad Commission of Louisiana,
Baton Rouge, Louisiana:

GENTLEMEN:

I have the honor to transmit herewith a statement of the work of this department affecting the Railroad Commission of Louisiana for the period from January 1, 1918, to January 1, 1919.

FEDERAL CASES

THE SUPREME COURT OF THE UNITED STATES.

No. 756. B. F. Looney, Attorney General of Texas, et al., vs. Eastern Texas Railroad Company, et al. Appealed from the District Court of the United States for the Western District of Texas.

While the Railroad Commission of Louisiana was a party to the original suit, no action was taken in this case further than to enter an appearance. The case was decided by the Supreme Court of the United States on May 20, 1918. It is a branch of the Shreveport rate case. This Commission is only indirectly interested in the suit; and that interest lies in the fact that the plaintiff, the Attorney General of Texas, attempted to secure a decision by the Supreme Court on many issues involved in the Shreveport rate case. The statement of the case by Mr. Justice Clark explains that interest, and is as follows:

"This case presents for decision a motion of appellees to dismiss the bill for want of jurisdiction; and it involves consideration of the latest chapter of the litigation which was commenced in 1911, when the Railroad Commission of Louisiana filed with the Interstate Commerce Commission a complaint charging various railroad companies with maintaining unreasonable rates on traffic from Shreveport, Louisiana, to points in Texas, and with maintaining rates which unjustly discriminate in favor of traffic moving wholly within the State of Texas as against that between Louisiana and Texas. The hearing resulted in an order by the Commission, which was assailed by the railroad companies as invalid, but which this court sustained in *Houston E. & W. T. R. vs. U. S.*, 234, U. S. 342; 58 L. Ed. 1341; 34 Sup. Ct. Rep. 833, in a decision rendered in 1913, which has come to be widely referred to as the 'Shreveport case.'

After this decision there were further proceedings before the Interstate Commerce Commission which resulted, on July 7, 1916, in the order out of which this litigation arose, which required many railroad companies, among other things"—

and here follows a review of the order of the Interstate Commerce Commission of July 7, 1916.

The Attorney General of Texas filed this suit, alleging that the order was void; and that, therefore, he would institute proceedings under the Texas laws for damages and penalties against any carrier which might comply with it. The carriers thereupon filed a bill in the United States District Court for the Western District of Texas, alleging that the order was valid and that they were compelled to obey it; and prayed for an injunction restraining the Attorney General from executing the threats he had made to file suits for penalties for disobedience of the rates prescribed by the Texas Commission. The further ground was urged that in a suit pending in the United States District Court for the Western District of Texas the same issues were involved, and that court having taken jurisdiction the State court could not interfere with the carrier until after the first suit was disposed of. A temporary restraining order was granted. The bill was then answered and a supplemental bill was filed, in which an injunction was granted, to continue until final hearing or until further order of the court, restraining the Attorney General and his assistants from prosecuting the suits commenced in the Texas courts for penalties. The Attorney General of Texas appealed from this temporary injunction and the case was heard on the motion of the appellees to dismiss the bill for want of jurisdiction. The court granted the motion to dismiss the appeal on the ground that the Federal court had first acquired jurisdiction over the parties or the subject matter of the suit; and that the status should be maintained until the object of the suits could be accomplished and complete justice done between the parties; and that such a temporary injunction is not an order from which an appeal may be taken to the Federal Supreme Court under paragraph 266 of the Judicial Code, authorizing appeals from interlocutory orders, restraining the enforcement of a State statute by a State officer upon the ground of the unconstitutionality of such statute.

No. 295. United States District Court for the Western District of Texas. Eastern Texas Railroad Company, et al., vs. Railroad Commission of Louisiana.

The only proceedings in this case since my report dated February 1, 1918, printed in the Commission's Nineteenth Annual Report, pages 15 and 16, was the hearing before a special court of three judges, in Austin, Texas, in July, 1918, on the question

of venue. The court referred the case to the special master for further investigation and report. The special master has filed his report, sustaining the position taken by the Railroad Commission of Louisiana and by the United States government, that the suit, in so far as it attacks the order of the Interstate Commerce Commission of July 7, 1916, could only be brought in the United States District Court for the Eastern District of Louisiana, which is the residence of the party upon whose petition the order of the Interstate Commerce Commission of July 7, 1916, was rendered. The case has proceeded no further. In the meantime, the order of the Interstate Commerce Commission of July 7, 1916, has been complied with, and expired in 1918, since it ran for a period of two years. Subsequently, in the last Shreveport rate case, the Interstate Commerce Commission in February, 1918, prescribed new rates applicable on both classes and commodities between Shreveport and Texas points, and required the carriers to remove the discrimination against Shreveport by charging no higher rates from Shreveport than apply between points within the State of Texas for similar distances. This order is now in effect and is being complied with; and there has been no suit filed contesting its validity.

UNITED STATES DISTRICT COURT FOR THE EASTERN DISTRICT OF LOUISIANA.

No. 50, in Equity. B. F. Bush Receiver, St. Louis, Iron Mountain & Southern Railway Company, vs. Railroad Commission of Louisiana.

This suit was filed to enjoin the Commission's Orders 2074 and 2095, requiring the St. Louis, Iron Mountain & Southern Railway Company and its Receiver to restore the train service between Ferriday and Black River, which had previously been discontinued when this portion of the Iron Mountain's track was leased to the Louisiana & Arkansas Railway Company.

The case was heard before a special court of three judges, which granted a temporary injunction. No further proceedings have been had on instructions from the Commission.

INTERSTATE COMMERCE COMMISSION.

No. 8418. Railroad Commission of Louisiana vs. Aransas Harbor Terminal Railway Company, et al.,—the Shreveport Rate Case.

I have reviewed this case fully in my report made to the Commission, as printed in the Nineteenth Annual Report of the Commission.

A decision was rendered by the Interstate Commerce Commission on January 22, 1918, in which the Interstate Commerce Commission held:

1. That its order of July 7, 1916, prescribing reasonable maximum class rates and rates on certain commodities between Shreveport and points in Texas should be modified in many particulars, stated in the order.

2. That it is unnecessary to prescribe in the proceeding commodity rates between Shreveport and Texas points on stone (rough); cotton seed oil, and tank bottoms; binder twine; baskets; chocolate raw material; glassware (table); horse and mule shoes; wrapping paper and printing paper; tin articles; wire and nails; door locks; tools; files and rasps, in carloads.

3. That as to many commodities named it would result in undue prejudice to Shreveport for the defendants to apply between Shreveport and Texas points any higher class rates or higher rates, carloads, than those they contemporaneously applied to the transportation of like commodities for like distances between Shreveport and Texas, except as noted in the report.

4. That that portion of the order requiring the application of the current Western Classification to the transportation of property between points in Texas should be modified.

This final order of the Interstate Commerce Commission in the Shreveport case had the result of extending the rates from Shreveport to all points within the State of Texas by removing discrimination against Shreveport as to all points within the State of Texas. The scope of the original orders in the Shreveport rate case were thereby considerably broadened and the discrimination complained of was completely removed.

No. 8845, et als., Natchez Chamber of Commerce vs. Louisiana & Arkansas Railway Company, et al., and I. & S. Docket 1,000.

These cases were reviewed fully in my last report to the Commission, and are known as the Natchez Rate Case and the Louisiana Case. The Interstate Commerce Commission heard final arguments in these cases in March, 1918, but by reason of the changes brought about by the control of the railroads by the United States Railroad Administration, there was some delay in rendering a decision.

NOTE.—Since this report was prepared the Interstate Commerce Commission has decided these cases, holding that:

1. Natchez is subjected to undue prejudice with respect to intrastate rates between Louisiana points and interstate rates between Western Louisiana points and Southern Arkansas points.

2. That the failure of the carriers to accord Natchez joint rates and specific rates to and from Western Louisiana and Southern Arkansas points in such manner and to the same extent as

(a) between Western Louisiana points; and

(b) between Western Louisiana points and Southern Arkansas points, found to subject Natchez to undue prejudice.

3. That the application of higher minimum charges on traffic from Natchez than was applied on like traffic between points in Louisiana west of the Mississippi River found to be unduly prejudicial.

4. The defendant carriers were required to establish a distance scale of class rates for the transportation of property between the Mississippi River crossings, Memphis to New Orleans, inclusive, and Western Louisiana and Southern Arkansas points, as defined in the report, which shall not exceed rates contemporaneously applied on like traffic for like distances

(a) between Western Louisiana points; and

(b) between Western Louisiana points and Southern Arkansas points.

5. That commercial conditions and carrier competition not being accepted in justification; and water competition having disappeared, and the distances from the lower Mississippi River crossings to the border of the Shreveport triangle being relatively short as compared with the distances to points within the Shreveport triangle, the further maintenance of blanket rates between the lower Mississippi River crossings and points in Louisiana west of the Mississippi River, on the one hand, and the triangle on the other, disapproved; and that the Louisiana & Arkansas Railway Company and the Louisiana & Northwest Railroad be permitted to charge higher interstate rates than the standard lines.

The Commission rejected the tariffs which were filed by the carriers in I. & S. 1,000, and allowed them ninety days in which to submit commodity rates which bear a proper relation to the class rates.

This case is by far the most important in which the State of Louisiana has been involved in so far as its internal commerce is concerned. The principles upon which Natchez based its case were those which had previously been announced in the Shreveport rate case and affirmed by the Supreme Court of the United States.

The Railroad Commission of Louisiana differed from the Interstate Commerce Commission as to the Louisiana adjustment in two important particulars:

1. The Louisiana Commission favored the maintenance of the Shreveport triangle, in so far as Shreveport, Alexandria and Monroe were concerned, on the ground that water competition and commercial competition and carrier competition justified the continuance of the grouping of these points; and

2. The Louisiana Commission favored the grouping of the

Mississippi crossings, with a differential in favor of those points nearer the triangle, using the New Orleans rate as a basis for the Baton Rouge rate, and suggesting also that the Natchez rates be made also with relation to the New Orleans and St. Louis rates. These propositions were both rejected by the Interstate Commerce Commission. The shippers of the State will naturally await with great interest the filing of the tariffs containing the commodity rates, since it is conceded by the Interstate Commerce Commission that the great bulk of the Louisiana traffic moves on commodity rates. The Railroad Commission of Louisiana has not yet rendered its opinion in this case.

STATE CASES

SUPREME COURT OF LOUISIANA.

No. 22,826. Alexandria & Western Railway Company vs. Railroad Commission of Louisiana. On the motion to dismiss the appeal which was not filed within ten days as provided in Article 285 of the Constitution.

The Supreme Court held that although by Article 285 of the Constitution an appeal from a judgment upholding an order of the Railroad Commission was returnable within ten days after the decision of the District Court, nevertheless if the judge commits the error by allowing more than ten days in his order fixing a return day, and the date has not been suggested by appellant, the appellant should not suffer dismissal of the appeal because of the error of the judge.

No. 23,101. State of Louisiana ex rel. Tate vs. Brooks-Scanlon Company. Appealed from the Parish of Washington.

In this case the State, on the relation of certain residents and taxpayers of the Parish of Washington, sued out a mandatory injunction enjoining, prohibiting and restraining the defendants from abandoning and taking up and removing or doing away with any part of the railroad track owned by the Brooks-Scanlon Company and leased by it to the Kentwood & Eastern Railway Company; and further prohibiting the said railroad from abandoning or discontinuing the running of its trains and giving service to the public.

The court held that the question of train service was exclusively within the jurisdiction of the Commission, the decision of the Commission thereon being subject to review at the suit of the railroad affected by the decision in the District Court at the domicile of the Commission, and the Supreme Court on appeal. It is only after the Commission has acted that a court may be appealed to.

This is one of the most important decisions ever rendered by the Supreme Court concerning the powers of the Railroad Commission; and it holds, in effect, that the Commission has exclusive original jurisdiction in all matters pertaining to the service and rates of corporations placed under its control by the Constitution.

No. 22,984. Louisiana Railway & Navigation Company vs. Railroad Commission of Louisiana.

This case involves an order of the Commission requiring the Louisiana Railway & Navigation Company to repair and keep in use a certain spur track which was built under a contract with Mr. E. G. Blakewood, under which contract Mr. Blakewood was to do the grading and furnish the crossties for the construction and maintenance of the spur, the railroad company to furnish the necessary steel and have the work done.

The Supreme Court held that the spur was an ordinary plantation spur, built for the private benefit, virtually of Mr. Blakewood; and that he should contribute towards its maintenance according to his contract. In other words, it was held that the Commission could not require a railroad company to furnish material for, and pay all of the expenses of, repairing and maintaining a spur track, built under the usual spur track agreement, and containing a provision that the shipper is to furnish the crossties for the maintenance of the spur.

No. 23,047. Empire Rice Milling Company, et al., vs. Railroad Commission of Louisiana.

This was a suit in which thirteen plaintiffs, including the New Orleans Joint Traffic Bureau of the New Orleans Board of Trade, rice mills and rice merchants and other commercial firms, all located in the city of New Orleans, contested an order of the Railroad Commission fixing rates and prescribing milling in transit rules and regulations for the transportation of rice, carloads, between points within the State of Louisiana.

The order was attacked on the ground that it was unjust, discriminated against New Orleans rice millers and buyers, disregarded the natural advantages of location of the city of New Orleans, and attempted to favor the interior rice mills to the prejudice of the New Orleans mills.

The court held that the Commission, being an administrative body, had the right not only to determine and fix reasonable rates for the transportation of rice, but to prescribe the conditions under which such rates should be available to shippers. It is said by the court:

"In providing for milling in transit, and, at the same time, raising the tariffs, the Commission has acted justly towards the railroads; and that after consideration of their legal rights, and the railroads are not complaining.

"In raising the rates to be paid by the shippers the Commission has not invaded any legal rights of the plaintiffs who are shippers."

The Commission's order was fully upheld; and, among other things, the principle was established that milling in transit is a burden upon the railroads, the validity of which may be contested by the railroads, but the application of milling in transit cannot be contested by any other person than the railroads upon which it is placed.

No. 20,808. Shreveport Window Glass Company vs. Railroad Commission of Louisiana.

On rehearing, the Supreme Court sustained the order of the Commission which was contested in this case, in which the Commission refused to penalize the Louisiana Railway & Navigation Company for failing to protect a rate on sand from New Orleans to Shreveport which was simultaneously in effect, under an order of the Commission (Order 1206) on the Texas & Pacific Railway. The order fixing rates on the Texas & Pacific Railway was limited to that line. A subsequent order, No. 1222, fixed rates for all other lines in the State, and both of these orders were enjoined in a suit filed against the Commission by J. W. Thompson, in the United States District Court for the Eastern District of Louisiana. Order 1206 was sustained as reasonable, and Order 1222 was declared unreasonable; but the Louisiana Railway & Navigation Company continued to apply the rates fixed in Order 1222 until, subsequently, these rates were again changed by the Commission. The suit was dismissed.

No. 22,826. Alexandria & Western Railway Company vs. Railroad Commission of Louisiana.

In this suit the plaintiff contested an order of the Commission fixing a rate of 3 cents per 100 pounds on lumber from Miltonberg to Alexandria, a distance of about eleven miles. The case turned upon the reasonableness of the rate. It was found from the evidence that the cost of transporting lumber on plaintiff's railroad between Miltonberg and Alexandria is 2.78 cents per 100 pounds, not including taxes and other fixed charges; and that the Commission's rate of 3 cents per 100 pounds did not afford reasonable compensation to the carrier, for the transportation which was required to be performed at such rate. The judgment of the lower court sustaining the Commission's order fixing the rate was therefore reversed and the order set aside.

No. 23,304. Brooks-Scanlon Company vs. Railroad Commission of Louisiana.

This was an application on the part of the Commission for a writ of prohibition restraining the judge of the Twenty-second Judicial District Court of Louisiana from dissolving an injunction

tion, issued on defendant's reconventional demand, on the furnishing of bond. The court held that the defendant had a remedy by application for rehearing and appeal, and, since its remedies had not been exhausted, the writ was refused.

TWENTY-SECOND JUDICIAL DISTRICT COURT OF LOUISIANA.

The cases which are referred to in my report for the year 1917 as pending in the Twenty-second Judicial District Court, affecting rates, are still pending, their status not having been changed during the period covered by this report.

No. 4559. Illinois Central Railroad Company vs. Railroad Commission of Louisiana.

This was a suit to enjoin and annul Order No. 2119 of the No. 2099, issued June 6, 1916, requiring a depot to be built at Fluker, Louisiana, and an agent to be installed therein, and is still pending, on instructions from the Commission to take no further action on account of negotiations which were being conducted with the railroad company, and now with the Railroad Administration, looking to an amicable adjustment of the suit.

No. 4584. New Orleans & Northeastern Railroad Company vs. Railroad Commission of Louisiana.

This was a suit filed to enjoin and annul Order No. 2119 of the Commission, requiring the New Orleans Great Northern Railroad Company to carry passengers and freight between New Orleans and Slidell and North Slidell. The injunction prayed for was granted on the trial of the case. (See No. 4586, following.)

No. 4586. New Orleans Great Northern Railroad Company vs. Railroad Commission of Louisiana.

This was a suit to enjoin and annul Order No. 2119 of the Commission, requiring the New Orleans Great Northern Railroad Company to carry passengers and freight between New Orleans and Slidell and North Slidell. The injunction prayed for was granted. Appeals were taken in this case, and in No. 4584, to the Supreme Court; and thereafter negotiations were opened with the United States Railroad Administration, looking towards a compliance with this order. Upon presenting the facts to the Regional Director of the district in which the plaintiffs' railroads are located, orders were immediately issued to the New Orleans Great Northern Railroad to carry passengers and freight between New Orleans and Slidell and North Slidell; and, the issues of the cases thus being disposed of, they were dismissed from the docket of the Supreme Court.

No. 4672. Louisiana Railway & Navigation Company vs. Railroad Commission of Louisiana.

This was a suit to set aside and annul Order No. 2134, re-

quiring the Louisiana Railway & Navigation Company to stop its trains Nos. 1, 2, 3 and 4 on flag at Sarto. The case is at issue at this time, but since the order is being complied with, and has been continuously complied with, no further proceedings have been had.

No. 4673. Louisiana Railway & Navigation Company vs. Railroad Commission of Louisiana.

This is a suit to set aside and annul Order 2134, requiring the plaintiff company to stop its trains Nos. 3 and 4 on flag at Rexmere, Louisiana. This case is now at issue, but since the order of the Commission is being complied with no further proceedings have been taken.

PHASES OF REGULATION UNDER THE RAILROAD ADMINISTRATION.

The railroads of the United States were taken over by the President, under authority of an act of Congress, by proclamation, of date December 28, 1917. The railroads were thereafter operated by the government, through the United States Railroad Administration, during the year 1918.

The confusion which immediately followed this new phase of railroad regulation caused an immediate cessation of new litigation. The State Commission adopted the policy of conforming to the fullest extent possible with the orders and instructions of the Railroad Administration, and questions of jurisdiction were not insisted upon. There has been a very close co-operation between the Louisiana Commission and the Railroad Administration since its organization, and the result has been that instead of having all of the State rates cancelled and the higher interstate rates applied, the Railroad Administration modified its Order No. 28, issued in May, 1918, so as to keep the rates fixed by the Louisiana Commission in force, subject, of course, to the general advance of 25 per cent.

Such matters as have been referred to the Railroad Administration have been investigated with promptness, and, in most instances, the recommendations of the Railroad Commission of Louisiana have been followed.

There have, however, been many changes in rates which have not been authorized by the Louisiana Commission. When the Railroad Administration decided to appoint district committees to handle all rate matters, it was soon found that many changes were proposed in Louisiana intrastate rates, affecting the whole rate situation of the State, all of which was under consideration by the Interstate Commerce Commission and the Louisiana Commission as a result of the Natchez-Louisiana cases. The Louisiana Commission, therefore, filed a protest with the New Orleans

Western District Freight Traffic Committee against the interference with Louisiana intrastate rates until the Interstate Commerce Committee had disposed of the Natchez-Louisiana cases. The Railroad Administration at Washington, upon receiving the protest of the Louisiana Commission issued instructions to the New Orleans Western District Freight Traffic Committee to cancel many of its dockets; and, in consequence, many readjustments in Louisiana commodity rates have been postponed. (The decision of the Interstate Commerce Commission since its report was written, provides that the carriers shall file new commodity rates by June 1, 1919, when it is understood that all interests will be afforded an opportunity of expressing their views as to the proposed rates.)

As to matters affecting service of the carriers in the State, many have been handled directly with the Railroad Administration or through the Federal managers and Regional directors, and adjustments of great importance have been made. The Commission has itself referred in detail to these matters in its report.

This department has been called upon constantly for interpretations of the law.

The railroad situation is still complex and undecided, and it is impossible to state with any degree of certainty what the final solution of the most important and difficult problem which has ever confronted the American people will be. There is a universal opposition among shippers to a continuance of government control and operation of the railroads, and there is a very decided sentiment among many students of the railroad situation in favor of continuing State commissions, either as separate and distinct regulating bodies, or on a definite plan of co-operation with the Federal authorities. In either case it seems reasonably certain that State commissions will still have important functions to perform and will continue to be the tribunals which will settle matters of purely local interest, with the possibility of a broadening of their powers so as to include other instrumentalities of commerce and public service generally.

Again I wish to express my deep appreciation of the confidence which the Commission has reposed in me, and for the many courtesies which its officers and employees have always extended.

Very respectfully,

WYLIE M. BARROW,
Assistant Attorney General,
In charge of Railroad Commission Docket.

APPENDIX A

REVISED RULES AND REGULATIONS

OF THE

Railroad Commission of Louisiana

INCLUDING CAR SERVICE RULES

In Effect January 1, 1919.

INDEX

	Rule No.
Accidents, reporting of.....	24
Accepting freight.....	52
Actual fares must be charged passengers.....	35
Actual weights must be charged for joint hauls.....	55-1
" " " " " " single line hauls.....	60
Annual reports, filing of.....	97
Answers to complaints, filing of.....page No.	9
Application for removal of spur tracks.....	75-b
Application of rates.....	13
Approaches of public crossings.....	22
Approval of joint rates, how obtained.....	55
Authorities for rates, when effective.....	73
Authorities for rates not issued for less than six months.....	73-a
Baggage, delivering.....	31
" free allowance of.....	29
" protecting and handling.....31, 31-a, 31-b, 31-c	
" handling, facilities to be furnished for.....	30
" free storage allowed, 48 hours.....	31-c
Bags, specifications for.....	28-d
Bedding stock cars.....	25
Bills of lading, what they must show.....	66-b
Blockading freight.....	61
Books and papers, production and inspection of.....	14
Bulky articles.....	73-b
Bulletin boards, posting.....	46
Cane cars, rule governing racking.....	26
Car rental.....27-a, b, c, d	
Cars, furnishing.....98, 98-a	
" heating.....	48
" ice water in.....	48
" loaded to physical capacity.....	60-a
" movements of private.....	98-b
" reweighing.....	74-a
" steps, boxes to be provided on.....	48-a
" service and demurrage rules.....	102
Changing form of passenger tickets.....	43
" mileage freight rates at certain distances.....	56
" freight rates, distances for.....	59
" rules.....	101
City ticket offices.....	40
Claims, payment of.....	67
" prescription against.....	67-a

	Rule No.
Closets at stations.....	44-a
Closing depots, offices, telegraph offices, etc.....	75-a
Coaches, heating of.....	48
" ice water on.....	48
" lights in.....	48-b
" linen covers for plush seats in.....	48-c
" must be cleaned at end of each run.....	48-d
" step boxes on.....	48-a
Combination of short line mileage rates.....	55-h
" of lowest local rates.....	55-e
Commercial telegraph offices.....	75-a
Commutation and mileage rates.....	39
Competing points, rates between.....	53
Complaints, rules for filing.....	1-6
Concentration points, furnishing cars at.....	98
Conflict between rates.....	72
" in rules.....	72-a
Conductors' rates.....	38
Connections, making close.....	45
Constructing tariffs.....	11-a, 11-b
Contracts and agreements, to be submitted.....	15
Court house towns, stopping trains at.....	17
Covers, linen, for plush seats.....	48-c
Crossings, obstructing, public.....	20
" not interlocked at.....	100
" stopping trains at.....	100
Declining freight shipments prohibited.....	52
Decisions, when effective.....	7
" and rulings, notice of, how given.....	8
Delays in transporting shipments.....	65-71
" to trains, notifying passengers of.....	47, 47-a
Demurrage and car service rules.....	103
Deputy sheriffs riding in white coaches with colored prisoners....	49
Depots and flag stations, discontinuing.....	75
" erection and location of.....	77
" freight, when open.....	70
" rebuilding when burned.....	76
Discontinuing depots and flag stations.....	75
Effective, when rates become.....	73
Employees, rule governing must be filed.....	19-a
Erection and location of depots.....	77
Extra fares, when tickets not purchased.....	38
Expense bills, what they must show.....	65-a, 65-b
Excursion rates and trains.....	39
Exhibits for fairs.....	64-b
Failing to buy tickets at junction points.....	34

Rule No.

Fairs, exhibits for.....	64-b
Filing annual reports with Commission.....	97
" tariffs with Commission.....	11
Flagging rule.....	99
Flag stations, discontinuing.....	75, 75-a
" " rates from.....	37
Forms for accident reports.....	24
Forwarding cars of connecting lines.....	28
Free storage allowed on baggage.....	31-c
Freight and passenger depots must not be closed.....	75-a
" depots, hours they shall be kept open.....	70
" rules governing transportation of.....	52-73
Furnishing books and papers for inspection.....	14
" cars by railroads.....	74
General offices in Louisiana.....	23
Grade crossings, railroad, protection of.....	100
Handling milk cans.....	28-b
Heating cars, requirements for.....	48
" waiting rooms.....	44
Holding trains for connections.....	18
Ice water in coaches.....	48
" " depots.....	44
Inspecting books and papers.....	14
Interlocking devices, rules governing.....	100
Intersecting of one railroad by another.....	28
Intracity switching.....	27
Issuing freight receipts.....	65
" tariffs and supplements.....	52-a
Joint through rates (Sections a, b, c, d, e, f).....	55
" must not exceed combination of lowest locals.....	55-e
Leaving on time, trains.....	18-b
Lights in waiting rooms.....	44
" in coaches.....	48-b
" at switches.....	100
Linen covers for plush seats in coaches.....	48-c
Live stock to be transported without delay.....	28-a
Loading and unloading baggage.....	31-b
Local shipments, what constitute.....	54
Long and bulky articles.....	73-b
" and short haul rates.....	59
Loss and damage claims.....	67-a
Lowest combination of mileage rates, when used.....	55-h
Maids, colored, may ride in coaches for white people when accompanying ladies or children.....	49
Mileage tickets, or books.....	39
Milk cans, handling of.....	28-b

	Rule No.
Minimum charge, one line.....	60
" charge, two or more lines.....	55-1
" passenger fare.....	36
" weights, cars loaded to physical capacity.....	60-a
Miscellaneous rules.....	£7, 98, 99, 100
Mode of procedure.....	pages No. 8-14
Movement of private tank cars.....	98-b
No rates established, how joint through rates shall be made.....	55
Notice of arrival of freight.....	62
Notices in waiting rooms.....	12
Notifying passengers when trains are delayed.....	47, 47-a
Obstructing public crossings.....	20
Orders and rulings, notice of, how given.....	8
" become effective, when.....	7
Overcharges.....	68
Passenger depots must not be closed.....	75-a
" failing to buy tickets.....	37
" riding on excursion trains.....	39
" trains to be given preference.....	32
Papers and books, furnishing.....	14
Payment of claims, express companies.....	63
" " " railroads.....	67
Petitions, complaints and answers.....	1-6
Physical capacity, cars loaded to.....	60-a
Posting of rules and regulations and tariffs in depots.....	11
Prescription against loss and damage claims.....	67-a
Preferences and advantages must not be given.....	16
" to be given passenger trains.....	32
Printing and posting of rules and regulations.....	11
" " " of tariffs.....	11
Practice, rules governing.....	pages 8-14
Proceedings before the Commission.....	1-9
Procedure, mode of, in cases before the Commission.....	pages 8-14
Protecting crossings at grade, not interlocked.....	100
" trains, rules for.....	99
Public crossings, approaches to.....	21, 22
" " filling in.....	21
" " obstructing.....	20
" sessions, when held.....	9
Quorum may act.....	9
Racking cane cars.....	26
Rates from competing points.....	55-g
Rates, apply in either direction.....	13
Rebates forbidden.....	16
Receiving and forwarding cars, from other railroads.....	23
Redeeming tickets.....	42

	Rule No.
Refusing freight.....	52
Rehearings, application for.....	7
Rental, car.....	27-a
Reports on orders, rules, or regulations of the Commission.....	8-a
Reporting accidents.....	24
Returned shipments, rules governing.....	64-a
Reweighing cars.....	74-a
Rules and regulations, must be printed and posted.....	11
Rules governing employees must be filed.....	19-b
Rulings and decisions, notice of.....	8
Safety cords in coaches.....	50
Sanitary closets at stations.....	44-a
Selecting route of freight.....	63
Separate compartments for white and colored passengers.....	49
Sheriffs with colored prisoners may ride in coaches for white people.....	49
Shipments, returned, rule governing.....	64-a
Sleeping cars, duty of porter to have door open at stations.....	51
Sleeping car rates.....	51-a
Special sessions, when held.....	10
Spurs and switches not to be removed without consent.....	78
Spur tracks, applications for removal of.....	75-b
Stations, changes in location of.....	75
" sanitary closets at.....	44-a
Stock cars, bedding.....	25
Stopping trains at court house towns.....	17
" " " crossings.....	100
Storage, free time allowed on baggage.....	31-c
Supplements, not more than two allowed in effect at one time....	52-a
Switching cars for connecting lines.....	27
Switching cars, intracity.....	27 a, b, c, and d
Switches and spurs not to be removed without consent.....	78
Switch lights.....	100
Target lights.....	100
Tariffs and supplements, issuing.....	52-a
" constructing.....	11-a, 11-b
" rules and regulations, printing and posting of.....	11
Tarpaulins, for protection of baggage.....	31-a
Telegraph companies, rules governing.....	79, 80, 81
Telephone companies, rules governing.....	82-96
Telegraph offices, not to be discontinued.....	75-a
Through trains and through sleepers.....	51-b
Ticket offices, when they must be open.....	41
Tickets must be kept on sale at city ticket offices.....	40
Tickets must be sold through, where through trains or sleepers operate.....	51-b

	Rule No.
Ticket rates, to be charged on trains.....	33-39
Time tables, filing of.....	12
Tracers, rules governing.....	66-a
Trains must leave point of origin on time.....	18
" must operate on schedules.....	18-b
" must not be discontinued.....	18-a
" must wait certain time for connections.....	18-b
" passengers must be notified when delayed.....	47, 47-a
Trucks and tarpaulins at agency stations.....	31-a
Unloading baggage.....	31-b
Water, ice, in coolers, on trains.....	48
Water in waiting rooms, iced.....	44
Waiting rooms, rules governing the arrangement and comfort of..	44
Weighing cars.....	74-a

RULES AND REGULATIONS

OF THE

Railroad Commission of Louisiana

(As revised to January 1, 1918, and in Effect on that Date.)

NOTICE: Whenever the word "carrier" is used in the Rules and Regulations it should be understood to designate either one or all of the parties or companies coming under the jurisdiction of this Commission—that is, all railroad, steamboat and other water craft, and sleeping car, express, telephone and telegraph companies, and pipe lines, wherever a rule is applicable.

(*) Indicates new rules adopted in 1918.

PROCEEDINGS BEFORE THE COMMISSION.

(Upon application to the Secretary at Baton Rouge a booklet entitled "Mode of Procedure in Cases Before the Railroad Commission of Louisiana," containing suggested forms of petitions and complaints, will be supplied.)

Order No. 2166.

Mode of Procedure in Cases Before the Railroad Commission of Louisiana, Including Forms to Be Used in Drawing Petitions and Complaints.

The following mode of procedure to regulate the mode and manner of all investigations and hearings before the Railroad Commission of Louisiana, and the following rules and regulations, with amendments, cancellations and changes therein in force on January 1, 1919, are hereby re-adopted as follows:

SESSIONS.

General and special sessions of the Railroad Commission of Louisiana are held in its offices, in the Capitol, at Baton Rouge, Louisiana, on such days as may be designated, at 10 o'clock a. m.

When special sessions are held at other places, the hour and place of sittings will be specially arranged to suit the conditions.

The office of the Commission, at Baton Rouge, is open every day, except Sundays and legal holidays, for the filing of complaints, answers, or other documents, and the transaction of routine business.

Decisions and orders will in all cases be rendered at the domicile of the Commission, Baton Rouge.

PARTIES.

(Plaintiffs.)

Any person, firm, corporation, association, society, or public or private organization, may complain to the Commission of any act done

or omitted to be done, which may be in violation of any of Articles 283 to 289, of the Constitution of the State of Louisiana, or Acts amendatory thereof or supplementary thereto, of the Rules and Regulations of the Commission, of the rates, charges, tariffs, or traffic regulations established or authorized by the Commission, or charged, demanded or collected by the carrier, or of any services performed by any of the carriers or corporations under the jurisdiction of the Commission.

(Defendants.)

Any person, firm, association or corporation engaged in the business of operating a railroad, steamboat, express, telephone, telegraph, sleeping car, or pipe line business, in the State of Louisiana, may be made a defendant in any complaint or petition filed with the Commission. If the complaint relates to but one line of railroad, or to but one of the other classes of common carriers under the control of the Commission, no other carrier should be made a party; but if the complaint or petition relates to matters in which two or more carriers are interested, then each of the several carriers participating in the matter complained of should be included in the petition or complaint.

Persons or carriers not parties to a proceeding may, by leave of the Commission, intervene, by petition, asking to be heard in the case. Such petition should set forth the petitioner's interest in the proceeding. Interveners have the same right to present evidence, examine witnesses, make oral argument and file brief as the principal parties.

FILING OF PETITIONS AND COMPLAINTS.

All complaints or petitions must be made in writing (preferably typewriting); and forwarded to the Secretary of the Commission, at Baton Rouge, Louisiana. As many copies of the petition should be filed as there are parties in the case, with three additional copies for the Commission.

Immediately upon the receipt of any complaint or petition the Secretary will record and file the same, and cause a copy to be served personally, or by mail, upon each defendant.

Note.—When complainants do not file a sufficient number of copies to supply one to each defendant and three for the Commission, it is likely to cause a delay in the hearing.

ANSWERS.

Ten days are allowed, after service, before the defendant shall be required to appear and answer the petition.

Answers, in writing, must be made to all complaints and petitions, by the defendant, or by each defendant, when there are several, within ten days after service of the petition. A sufficient number of copies of the answer must be filed with the Secretary of the Commission, at Baton Rouge, Louisiana, to supply one to each complainant and three for the Commission.

If, before filing answer, the defendant or defendants made a satisfactory disposition of the complaint, they should so notify the Commission in writing, setting forth the manner of satisfaction. This state-

ment should have the concurrence of the complainant, before the case will be dismissed.

If answers are not filed in the ten days allowed, the complaint will be taken as confessed and an order entered granting the petition.

REPRESENTATION.

All parties making complaints to the Commission are expected to appear and present their cases to the Commission, except in cases where the Commission, upon affidavit or other proof of a violation of its rules, rates, or orders, has instituted, of its own accord, a proceeding against a carrier for such violation.

Defendants are required to appear at the designated time and place and defend their cases. Otherwise, the Commission will proceed to hear the case and enter such orders as the facts developed by the investigation may warrant.

Either party may be represented before the Commission by an attorney at law, or an attorney in fact.

AFFIDAVITS.

Whenever any interested party desires to report a violation of rules to the Commission, it must be done in writing, accompanied by an affidavit, setting forth the facts constituting the violation. In such cases the Commission will prosecute the offending carrier on its own motion.

HEARINGS.

All matters demanding hearings by the Commission will be assigned for hearing at the session following the date of filing the petition, provided it has been filed with the Secretary of the Commission at least fifteen days before the hearing. Otherwise, the case will be assigned at the next following session of the Commission.

TESTIMONY AND ARGUMENTS.

When cases are called, the pleadings will be read by the Secretary.

Plaintiffs will then introduce their testimony, to be followed by defendants, the plaintiffs to close in rebuttal.

Intervenors will present their testimony immediately following the plaintiff.

ARGUMENTS.

Oral arguments will be heard when requested and must be strictly confined to the testimony and issues involved. The order of presenting arguments will be as follows:

Plaintiff.

Intervenors (if any).

Defendant.

Plaintiff in rebuttal.

In case either party fails to present evidence, the Commission will make as complete an investigation as seems necessary and render such order as the circumstances in the case may require.

BRIEFS.

Any party to the proceedings may file a brief, printed or typewrit-

ten, of his argument in the case, when leave to do so is granted by the Commission.

REHEARINGS.

Applications to reopen any case will not be considered unless filed within ten days from the promulgation of the Commission's order announcing its decision.

Petitions for such rehearing should be filed in triplicate, by one of the original parties to the suit, and must set forth clearly the grounds upon which the rehearing is asked. The petitions must be filed with the Secretary of the Commission, at Baton Rouge.

EX PARTE PETITIONS.

Any of the common carriers or other transportation organizations under the control of the Commission, may petition the Commission for a change in any of its Rules and Regulations, rates, orders, or tariffs, by written application, filed with the Secretary of the Commission, at Baton Rouge. These petitions should be made in duplicate.

When the petition contemplates any change in rates or service which will affect the interests of any particular place or class of shippers, the Secretary will give public notice of the date of the hearing, by circular letter, and through the press, allowing at least five days for interested parties to appear.

At the time and place of the hearing, the Commission will hear all parties interested in the proceeding, who may be present, or will receive communications from those unable to personally present their views. Such communications will be considered as arguments for or against the issues involved.

The Commission, in such cases, may take testimony at the request of either party, or on its own account.

Without the adoption of technical rules of procedure, the following will be observed in offering evidence:

The petitioners, and those favoring the petition, first.

Those opposed to the petition.

Those favoring the petition, in rebuttal.

FORMS.

1. Complaint or petition.

2. Answer.

For the convenience of those desiring to make complaints to the Commission, the following forms may be used whenever they are applicable:

(1) (Complaint and Petition.)

Before the Railroad Commission of Louisiana.

A. B.

vs.

The.....Company.

(Or, The.....

and the.....Companies.)

The petition of the above named complainant respectfully shows:

I. That, (Here let the complainant state his occupation and place of business.)

II. That, (Here state name of carrier or carriers complained against.)

III. Give a clear and concise statement of the thing complained of.

IV. State specifically the relief desired, naming specific rates whenever possible.

V. Wherefore petitioner prays that after due notice the defendant be required to answer the charges herein, and after due hearing and investigation, an order be entered by the Railroad Commission of Louisiana, commanding the defendant to desist from (the violation of the Rules and Regulations of the Commission) or from charging the unreasonable rates, applying the unreasonable regulations, or continuing the practices complained of, and for such other and further order as the Commission may deem necessary in the premises.

Note.—This prayer should be so varied as to meet the conditions of each case. It should also be varied so as to ask for the fixing of reasonable and just rates, whenever that is necessary, and the rates desired should be set forth in full or by reference to the paragraph in which they may be set forth in the petition.

Dated at.....,
on....., 19.....

(Petitioner's signature.)

A. B.

(If an attorney is employed)

.....

Attorney.

Address.....

(2) (Answer.)

Before the Railroad Commission of Louisiana.

A. B.

Against

The.....Railroad (or other) Company.

Now comes the defendant, the.....Company, who, for answer to the petition in this proceeding, respectfully states:

I. That, (Here follow the usual admissions, denials and averments. Number each successive paragraph.)

Wherefore, the defendant prays that the petition in this proceeding be dismissed, etc. (Vary this prayer to meet the conditions of the case.)

.....

(Name of defendant.)

.....

Attorney.

Address.....

AFFIDAVIT.

While it is not absolutely necessary, it is always advisable, that the averment of petitions should be accompanied by an affidavit substantiating the facts stated therein. Specially should this be done when the party complaining is unable to furnish positive written proof of an alleged violation of the rates, orders, or Rules and Regulations of the Commission.

These affidavits must be executed before an officer commissioned and qualified to administer oaths, and any of the forms used in ordinary practice will suffice.

All formal complaints must be addressed to the Secretary of the Commission, Baton Rouge, Louisiana.

Rule 1. Cancelled by above rules.

" 2. Cancelled by above rules.

" 3. Cancelled by above rules.

" 4. Cancelled by above rules.

" 5. Cancelled by above rules.

" 6. Cancelled by above rules.

Decisions, Orders, Rehearings; When Effective.

7. Decisions and orders of the Commission shall become effective after ten judicial days have elapsed from the day they are rendered, and either party shall have a right, at any time within the said delay, to apply for a rehearing, by filing, in writing, with the Secretary of the Commission, at Baton Rouge, three copies of a petition, setting forth substantially the reasons for which he is dissatisfied with the decision or order of the Commission.

The foregoing rule shall not refer or apply to orders imposing fines or penalties for violations of rules or orders of the Commission. All orders imposing such fines and penalties shall become immediately operative and enforceable.

Notice of Decisions and Rulings.

8. Notice of decisions of the Commission will be given through the mails, and general notice of the Commission's orders and rulings will be furnished through a general mailing list, to carriers and corporations under the control of the Commission, and other interested parties.

Reports on Orders, Rules, Regulations and Decisions.

8-a. All railroads, express, telephone, telegraph, sleeping car companies, steamboats and other water craft, pipe lines and other carriers or corporations under the control of the Railroad Commission of Louisiana, required by any order, rule, regulation or decision of the Commission to do or not to do any particular thing, within a specified time, must notify the Secretary of the Commission, when the work required to be done is completed or the order, rule, regulation or decision has been complied with. (Order No. 1430, July 25, 1912.)

Public Sessions.

9. The general sessions of the Commission will be held in Baton Rouge, on such days and at such hours as the Commission may design-

nate. Sessions for receiving, considering and acting upon complaints, petitions and other communications, and also for considering and acting upon any business of the Commission, may be held at any time that a quorum of the Commission may be present, all Commissioners having been previously notified.

Special Sessions.

10. Special sessions may be held at other places when in the judgment of the Commission the public interests require it.

GENERAL RULES.

Tariffs, Rules and Regulations.

11. Each carrier doing business within the State of Louisiana shall print and keep posted at each of its respective stations where there are agents employed a copy of the Rules and Regulations adopted by the Commission, together with a copy of each tariff or freight or passenger rate prescribed or authorized for said carrier by the Commission; also a copy of the Commission's classification, and a table of distances between stations, giving name of each station. Whenever any change in said schedule of rates, or classification, is authorized, a copy thereof shall immediately be furnished the office of the Commission, and shall be posted in the manner indicated above, by the carrier.

Constructing Tariffs.

11-a. All tariff publications or supplements thereto must indicate increases thereby made in existing rates or charges, rules or regulations, or classifications, by the use of black-face type or by the use of a uniform symbol throughout the schedule. All tariff duplications or supplements thereto which are filed with the Commission on or after June 1, 1911, must also indicate reductions thereby made in existing rates or charges, rules or regulations, or classifications, by the use of italic type or by the use of a uniform symbol throughout the schedule. Clear explanation of the use of distinctive type or symbol must be made to the tariffs or classifications.

11-b. In constructing freight tariffs and classifications and passenger fare schedules, applying between points in the State of Louisiana, the rules and regulations adopted by the Interstate Commerce Commission as to form and style of such tariffs shall be observed by railroad and express companies operating in the State of Louisiana.

Notices in Waiting Rooms.

12. All railroad companies operating in Louisiana shall hereafter be required to have printed in large type, and kept posted in a conspicuous place in each waiting room at depots in Louisiana the following:

"NOTICE.

"All rules and regulations of the Railroad Commission of Louisiana are on file with the agent at this office. All tariffs of this company, authorized by the Commission, applying on local or joint through shipments, are on file in this office for the inspection of the public.

"All agents are required under the Commission's rules to bulletin trains when late; to furnishing drinking water to passengers; to keep waiting rooms clean and well lighted, and have them heated when necessary.

"The Railroad Commission of Louisiana would appreciate the prompt reporting to its office at Baton Rouge, La., the failure of any agent to comply with these requirements."

At places where passenger and freight depots are separate, the notice relative to tariffs may be omitted in passenger depots, and the notice relative to posting bulletin boards when trains are late may be omitted in freight depots.

Rates Apply in Either Direction.

13. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

Furnishing Books and Papers for Inspection.

14. It shall be the duty of each carrier doing business in the State to furnish for inspection to the Commission upon demand any books or papers in the possession of said carrier or certified copy of any paper in the possession of said carrier at the discretion of the Commission.

Contracts and Agreements.

15. Carriers are required to submit to the Commission for inspection and correction certified copies of all contracts and agreements as to rates with other carriers.

Rebates.

16. There shall be no secret reduction of rates of freight, passenger fares or other tolls, and no rebates, drawback, or other advantages in any form shall be given or paid, either directly or indirectly, upon shipments made or services rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

Court House Towns, Stopping Trains at.

17. All passenger trains must stop at points where court houses are located (except when specially excused by the Commission.)

Passenger Trains Must Not Be Discontinued.

18-a. No passenger trains operated in the State of Louisiana shall be discontinued without the consent of the Commission.

This rule will not apply to special or excursion trains. (Order No. 1374, February 29, 1912.)

Trains to Be Operated on Schedules—May Wait for Connections.

18-b. All railroad companies operating passenger trains in Louisiana shall start and run all passenger trains in accordance with advertised schedules, unless prevented from doing so by accident or wreck, and shall furnish sufficient accommodations on such trains to properly seat all passengers who, within a reasonable time previous to their departure, offer themselves for transportation; provided, that all main line trains shall be held at least thirty (30) minutes, and all branch line trains shall be held at least one hour at points of origin or at junction points for connection with other trains. (Order No. 1395, April 19, 1912.)

Time Tables.

19. All carriers in Louisiana shall furnish to the Railroad Commission a complete list of their working schedules, together with copies of such schedules, and shall furnish the Commission with new schedules whenever changes are made, as soon as such schedules are received from the printer.

Notices of Changes in Schedules.

19-a. All railroads in the State of Louisiana shall give at least forty-eight (48) hours' notice to the public, by bulletining at all agency stations, any changes in the schedules of passenger trains, or freight trains carrying passengers, when the contemplated change is for one hour or more. (Order No. 1579, May 28, 1913.)

Rules Governing Employees of Railroads.

19-b. It shall be the duty of all railroad companies, and others operating railroads in Louisiana, to file with the Railroad Commission of Louisiana, a copy of their rules and regulations governing the operation of trains, and, whenever revised or amended rules or regulations are issued to employees governing the operation of trains, to file copies of the same immediately with the Commission, at Baton Rouge, Louisiana.

Obstructing Public Crossings.

20. No trains shall obstruct a public crossing or street for a greater length of time than ten minutes.

Filling in Public Crossings.

21. At all public road crossings or streets where vehicles cross same (outside of incorporated towns or cities) the space between the rails and a space of eighteen inches on the outside of each rail shall be raised to the level of the top of the rails by a filling of plank, rock or gravel, and shall be kept in good condition at all times. When crossings are located under the track they shall also be kept in thorough repair, and drained.

Approaches to Public Crossings.

22. At all places where a railroad crosses a public highway it shall be the duty of the railroad company to construct a ramp with an easy grade, not greater than five to one, and not less than fifteen feet wide, to be kept in good condition at all times by the railroad company.

When made of dirt, the dirt used in the construction of the ramp must be taken from at least ten feet on either side of the ramp.

(By "public highway" is meant such highways as are under the control of the police juries of the different parishes.)

General Offices.

23. All carriers must have a general office in this State. By "general office" is meant an office in Louisiana where responsibility can be fixed and where all necessary information can be obtained by the Commission.

Reporting Accidents.

24. A written report of all railroad accidents, happening from the operation of trains, in which passengers, employees, or others are slightly injured, or where only property is damaged to the amount of fifty dollars or more, shall be made to the Railroad Commission of Louisiana, at Baton Rouge, Louisiana, at the end of every month, which shall show the date of the accident, the number of the train, the names of the persons injured, if any, the extent of damage to property, and detailed information as to the cause of the accident.

All railroad accidents in which persons are seriously injured or killed by the operation or wreck of any train, shall be reported to the Commission immediately after they occur, by telegraph, followed by a detailed written report of the causes of such accident.

(Accident reports may be made on forms prescribed by Interstate Commerce Commission. Order No. 1952, November 17, 1915.)

Bedding Stock Cars.

25. All stock cars shall be bedded at the expense of the carrier.

Racking Cane Cars.

†26. All cars intended for the transportation of sugar cane shall be safely and suitably racked at the expense of the carrier.

Switching Cars.

27. Every railroad company operating in the State of Louisiana shall switch cars for any other railroad with which it connects, or for any shipper, or consignee, at the rates approved or established by the Commission, without discrimination, whether such cars are loaded or empty, provided that this rule shall apply only to intrastate business. All rates, rules, regulations and orders in conflict herewith are cancelled. (Order No. 1890, March 23, 1915.)

Car Rental.

27-a. Unless otherwise specifically provided, where the carrier furnishes an empty car to be loaded, an extra switching charge of \$3.00 per car will be made. This charge will not be made on shipments on which the carrier, or carriers, receive freight revenue other than a switching charge.

† On the Southern Pacific lines, by compromise agreement between shippers and the carrier, the carrier pays the shipper \$6.00 per year for furnishing and maintaining the car racks.

The same arrangement is in effect on the Texas & Pacific Railway.

27-b. The extra switching charge specified in paragraph "27-a" will not be assessed by any railroad where the shipper or consignee whose goods are being handled furnish their own cars.

27-c. Car rental charges as specified herein may be eliminated upon the application of any carrier to this Commission for authority therefor.

27-d. Rates in effect which provide for the furnishing of cars, or when switching or intracity or intraterminal rates are lower than those hereinabove prescribed, they shall not be advanced. (Order No. 1921, July 21, 1915.)

Receiving and Forwarding Cars.

28. Every railroad company in the State of Louisiana shall have the right, with its road, to intersect, connect with, or cross any other railroad, and shall receive and transport each other's passengers, tonnage, and cars, loaded or empty, without delay or discrimination.

Live Stock to Be Transported Without Delay.

28-a. All railroads operating in Louisiana, upon the receipt of any live stock for transportation, shall, without delay, transport the same on first freight train passing in the direction of destination, unless said live stock can be delivered in a shorter time by some other freight train. Said shipment shall not be delayed for any purpose unless for feed and water, and any railroad handling live stock over its line shall feed, water and rest said live stock every twenty-eight (28) hours, unless shipper or his agent shall consent, in writing, to the release of thirty-six (36) hours for feed and water. (Order No. 1522, February 20, 1913.)

Milk Cans, Handling Of.

28-b. It shall be the duty of all railroad companies handling milk in cans on passenger trains, where provision is made in the tariff for the return of the empty cans, to issue instructions, and to provide necessary facilities for the careful handling and prevention of injury to empty cans. The proper trainmen shall be required to see that empty cans are carefully unloaded. (Order No. 1604, July 23, 1913.)

Bags, Specifications For.

28-d. Bags must be made of burlap (not less than 10 ounces per yard) or cloth, and be sufficiently strong and so closely woven and stitched as to carry contents safely and prevent sifting. Bags which have been used for fertilizers or other articles containing acids must not be used. (Order No. 1639, October 23, 1913.)

RULES GOVERNING TRANSPORTATION OF PASSENGERS AND BAGGAGE.

Baggage.

29. Each passenger shall be entitled to baggage not exceeding one hundred and fifty pounds.

Handling Baggage.

30. All carriers shall provide such means or appliances as may be necessary to secure the careful handling of and to prevent injury to baggage. At all stations where no proper appliances are supplied, and no regular depot hand is employed, the train hands shall be required to assist the baggage master, and handle all baggage with care.

Delivering Baggage.

31. It shall be the duty of all railroad companies and others operating railroads in the State of Louisiana, at all stations where there are agents, to deliver baggage during the hours in which the agent is on duty, except for thirty minutes previous to the arrival of trains. When trains arrive at night, baggage shall be delivered immediately after the arrival of trains, at stations where agents are on duty, and for fifteen minutes thereafter.

Baggage to be forwarded shall be received at any hour when the agent is on duty during the day that passengers are to take trains. When trains leave at any early hour in the morning (before 8 a. m.), baggage to be forwarded shall be received in the afternoon of the day previous to the departure of such trains, for which agents are on duty.

Trucks and Tarpaulins.

31-a. All railroad companies operating in the State of Louisiana shall provide trucks and tarpaulins at all agency stations, for the proper handling of and protection to baggage which is being loaded or unloaded from trains, except when excused from doing so by the Commission.

Loading and Unloading Baggage.

31-b. It shall be the duty of all railroad companies carrying passengers in Louisiana to load and unload all baggage transported free of charge.

Free Storage of Baggage.

31-c. All railroads in Louisiana carrying baggage or commercial samples, on passenger trains, shall allow forty-eight (48) hours' free storage of such baggage or commercial samples, after their destination is reached. (Adopted October 8, 1908. Order No. 941.)

Preference to Be Given Passenger Trains.

32. All railroads operating in the State of Louisiana shall give

passenger trains preference over freight trains and shall handle said passenger trains promptly at junctions, stations, terminal points and river transfers. Exceptions may be made to this rule in case of accident or emergency when conditions make it impracticable. (Order No. 1615, September 26, 1913.)

Ticket Rates.

33. No more than the regular passenger rates shall be charged where the ticket office of any station shall not have been open for thirty minutes before the departure from a station of the train upon which the passenger intends to be transported.

Failure to Buy Tickets at Junction Points.

34. At junction points, where the incoming trains arrive so near the leaving time of the outgoing train that it is not practicable for a passenger to procure a ticket, no more than the schedule of passenger rates shall be charged.

Passenger Fares.

35. On and after the first day of January, 1912, all railroad companies operating in the State of Louisiana shall charge actual fare for the mileage traveled by passengers between points within the State of Louisiana; provided that in computing such fares, when the amount ends in less than one-half cent the fraction shall be dropped, and where the amount is one-half cent or more the next highest figure shall be charged. (Order No. 1288, July 27, 1911, as amended.)

Minimum Passenger Fare.

36. No carrier shall be allowed to charge more than ten cents for full or half fare between regular stations when the fare would be less than that amount. (Under Order 654, the standard passenger fare is 3 cents per mile for roads over 40 miles long.)

Passenger Fares from Flag Stations.

37. No more than the standard passenger tariff shall be charged passengers from flag stations or other stations where tickets are not kept on sale.

Conductors' Rates.

38. When a passenger fails to provide himself with a ticket at a station where tickets are on sale, except for the causes set forth in the Rules and Regulations of the Commission, then the railroad company transporting the passenger may collect one (1) cent per mile additional, with a maximum of ten (10) cents. (Order No. 1679, January 29, 1914.)

Commutation, Mileage and Excursion Rates.

39 (Amended.) The Commission will consider applications for an advance or reduction in the standard tariff for the transportation of passengers, but no change in rates will be of effect or put in force until authorized by the Commission; provided that this rule shall not be construed as placing any restriction on the privilege of carriers to make

special excursion rates, or to issue what are called "commutation" or "mileage" tickets; provided, no unjust discrimination is practiced.

Carriers have the right to make special excursion rates. Parties buying tickets at the point of origin of the excursion must not be discriminated against, and all parties carried on the excursion train from the point of origin must be taken at the excursion rate. If the excursion ticket is a round trip ticket, it must be used under the conditions under which it is sold. Carriers shall carry passengers on return trips of excursion trains who have not purchased excursion tickets, upon the payment of standard passenger fares, or who hold authorized mileage books. (Order No. 1833, November 25, 1914.)

Tickets Must Be Kept on Sale at City Office.

40. Tickets on sale at any office in a city must be kept on sale at the depot ticket office of the same carrier at the same price.

Ticket Offices.

41. Ticket offices must be opened thirty minutes before the schedule time of the departure of trains carrying passengers and kept open until their departure, and every facility for procuring tickets must be given passengers.

Redeeming Tickets.

42. Any ticket or unused portion of any ticket shall be redeemed by the carrier on presentation at the office where said ticket was sold or at the general office of the company; provided, that in such redemption a deduction of the standard tariff rate for the mileage traveled shall be made.

Changing Form of Tickets.

43. No form or style of ticket in use by any carrier in this State shall be withdrawn without the consent of this Commission.

Waiting Rooms.

44. (Amended.) A separate waiting room for white and colored passengers, sufficient for their comfort and convenience, shall be provided at all stations, and the waiting rooms at agency stations must be furnished with sufficient lights, and, when the weather requires it, with sufficient heat. At all agency stations, a suitable water cooler must be placed and kept in each waiting room (within easy access to patrons of the railroad), supplied at all times with good, wholesome water. During the months of May, June, July, August, September and October ice water must be furnished at these agency stations.

When it is impracticable to keep ice water in the waiting rooms it may be kept in the agent's office and a printed or painted notice to that effect shall be placed in a conspicuous place in each waiting room. (Order No. 1746, June 30, 1914.)

Sanitary Closets at Stations.

44-a. There shall be built at each station, unless otherwise ordered by the Commission, suitable closets for men and women, and whenever

there is sewerage, separate sanitary water closets for men and women shall be installed in connection with the waiting rooms. These closets shall be kept in a clean and sanitary condition, and may be kept locked, if deemed necessary, and the key kept in the agent's office. When locked, a sign must be placed on each door of the closets that the key may be had upon application to the agent.

At stations where closets have not already been provided, they must be built or installed before January 1, 1910. (Order No. 1067. Adopted October 28, 1909.)

Connections.

45. All connecting carriers which are under the management and control by lease, ownership or otherwise, of one and the same company, or connection with a different company, shall be required to make close connections whenever practicable.

Bulletin Boards.

46. It shall be the duty of each carrier to place a bulletin board in a conspicuous place at every telegraph station along its line, with the following sign on or above each board: "Trains Not Bulletined Are on Time."

It shall be the duty of all railroads operating in Louisiana to post on its bulletin board, at every telegraph station, the schedule of arrival and departure of all trains carrying passengers, regularly stopping at the station. Whenever a train carrying passengers is late sixteen (16) minutes or more, the time of arrival shall be bulletined thirty (30) minutes in advance of the schedule time, and every thirty (30) minutes of time additionally lost shall be bulletined. All such notices shall be erased immediately after the departure of trains. (Order No. 1580, May 28, 1913.)

Notifying Passengers of Delays.

47. Whenever there is, by reason of accident or otherwise, a wreck or obstruction on any railroad, which shall delay any passenger train on said railroad, it shall be the duty of said road to have the same bulletined at all stations at and between the said passenger train and the place so obstructed, and the conductor or any employee under the direction of the conductor, shall give notice of said obstruction to the passengers taking trains at the different stations before leaving same, as well as those already on the train, of the delay that will probably be caused.

Information to Be Given Relative to Delayed Trains.

47-a. Railroad officers charged with the control of passenger trains shall cause to be promptly transmitted, by telegraph or telephone, information to depot agents on their line, causes of delays to passenger trains where the detention is due to an obstruction of which the train dispatcher has knowledge. The agent or his representative shall post such information in a conspicuous place on a bulletin board, or give the information to inquiries made. (Order No. 1478, November 13, 1912.)

Heating Cars. Ice Water.

48. All passenger carriers shall provide safe and adequate heating appliances to make the passengers comfortable. An adequate supply of good and wholesome ice water must be supplied in all such compartments.

All railroads operating in the State of Louisiana must furnish clean, clear water in the tanks of all sleeping cars and day coaches, whether for drinking or other purposes.

Step Boxes on Coaches.

48-a. It shall be the duty of all railroad companies operating in this State to provide suitable portable step boxes on all passenger coaches operating on trains in the State of Louisiana, and to use the same at all stations, for the convenience of passengers in getting on and off trains.

Lights in Coaches.

48-b. All railroad companies operating in the State of Louisiana shall provide suitable lighting appliances in all coaches or cars in which passengers are carried, and shall keep the same in proper condition and lighted when such cars are in use, between the hours of sunset and sunrise. (Order No. 1449, September 26, 1912.)

Linen Covers for Plush Seats in Coaches.

48-c. All railroads operating in Louisiana shall furnish and use linen covers, or covers made of suitable washable material, for seats and backs of seats in all coaches upholstered with plush, these covers to be used and kept in a clean and sanitary condition, from May 15 to October 15, inclusive, of each year. (Order No. 1474, October 17, 1912.)

Coaches Must Be Cleaned at End of Each Run.

48-d. All coaches and cars in which passengers are carried on railroads in the State of Louisiana shall be thoroughly cleaned and disinfected at the end of each run, before the same are put back in service; provided that, where a train runs to a junction point and back the same day, the coaches or cars shall only be cleaned and disinfected once a day. Coaches in service shall be kept as clean as possible without disturbing passengers. (Order No. 1540, April 15, 1913.)

*49. All railroads operating in the State of Louisiana carrying passengers in their coaches shall provide equal but separate accommodations for the white and colored races by providing two or more passenger coaches for each passenger train, or by dividing the passenger coaches by partition so as to secure separate accommodations, and that especially shall separate toilets for the sexes be provided for both white and colored races on all passenger trains in Louisiana; provided, that colored nurses or maids traveling with white children or ladies, may ride in coaches or compartments provided for white passengers; provided, further, that white sheriffs or their deputies, or other officers, in charge of colored prisoners, must occupy colored coaches when in charge of such prisoners.

All railroads operating in the State of Louisiana are commanded and required to provide the conveniences and facilities ordered on or before May 1, 1918. (Order No. 2198, April 16, 1918.)

Safety Cords.

50. All railroad companies, in addition to the usual bell cord, shall place a safety cord in each coach of the regular passenger train, running through the entire length of same.

Sleeping Cars.

51. It shall be the duty of sleeping car companies, at all stations on the stopping of trains, to have one door of each of their cars open for the entrance and exit of passengers and require the porter to have a step ready for the convenience of passengers desiring to enter or leave the car.

Sleeping Car Rates.

51-a. There shall be no change in the rates authorized or established for seats or berths in sleeping cars, chair cars, or parlor cars, between points in the State of Louisiana, without the consent and approval of the Commission.

Through Trains and Through Sleepers.

51-b. Wherever through trains, or through sleepers are operated over any railroad or railroads in the State of Louisiana, through tickets shall be sold from any agency station to any agency station through which the through train or through sleeper passes. When passenger trains are scheduled to make connections at junction points with trains of other railroads, through tickets shall be sold between points on the different railroads. (Order No. 1785, September 23, 1914.)

RULES GOVERNING TRANSPORTATION OF FREIGHT.

Declining or Refusing Freight.

52. No carrier shall decline or refuse to accept and transport promptly any article proper for transportation.

Issuing Tariffs and Supplements.

52-a. No railroad company, or other corporation, firm or individual, operating a railroad in Louisiana, shall be allowed to have in effect at one time more than two amendments or supplements to any freight tariff of rates applying on shipments between points in the State of Louisiana, except to such tariffs as have been issued previous to March 31, 1908; provided, that when it becomes necessary to issue additional amendments or supplements to any freight tariff in effect March 31, 1908, all previous amendments or supplements shall be brought forward and combined in the new amendment or supplement, when issued. (Adopted March 24, 1908. Order No. 858.)

Railroads Under One Management or Control.

53. All connecting railroads or other carriers, which are under the management and control, by lease, ownership, or otherwise, of one and the same company for the purpose of transportation, shall, in applying the tariffs of this Commission, be considered as constituting but one and the same carrier, and the rates shall be computed as upon parts of one and the same line, unless otherwise specified.

Local Shipments.

54. All shipments moving locally between points in Louisiana are subject to the rates, rules and regulations adopted by the Railroad Commission of Louisiana.

Joint Through Rates.

55-a. Joint through rates are those authorized or established by the Railroad Commission of Louisiana, which shall apply on shipments moving between two points in the State of Louisiana, over two or more rail or water lines or routes, not under the same management or control.

55-b. To establish joint through rates, carriers must obtain the authority for the rates proposed by them from the Railroad Commission of Louisiana.

55-c. No joint through rates will be considered established by the carriers parties thereto which shall not first have been submitted to the Railroad Commission for their approval, and the Commission's authority therefor shall have been issued and printed on the tariffs.

55-d. When no joint through rates have been established as above provided, the Commission will, upon request of any interested party, establish and order put in such reasonable joint through rates as they may consider necessary, after hearing of parties interested.

Joint Through Rates.

55-e. Amended. No through freight rates to or from stations in Louisiana shall exceed the lowest combination of mileage rates less ten per cent; provided, that when specific class or commodity rates applying to or from junction points result in making a lower through rate without deduction of ten per cent, such combination will apply. Where two published specific class or commodity rates are used, no deduction will be made. When a through rate is constructed by use of specific class or commodity rate, applying to or from the junction point and mileage rate beyond, a deduction of ten per cent will be made only from the mileage rate. (Order No. 1432, July 25, 1912.)

Approval of Tariffs.

55-f. All joint through tariffs in use December 1, 1904, which have not been authorized by the Commission since July 25, 1904 (except those which are in contest before the Commission, or rates about which complaint has been made), are hereby approved by the Commission, subject to the same rules and regulations as apply to single line rates, and copies of all such tariffs must be submitted to the Commission at once.

Rates Between Competing Points.

55-g. Amended. When there are two or more lines between any two points in Louisiana having through connections, the lowest rate established between such points shall be charged by the other lines accepting freight for transportation between said points. Rates from and to intermediate stations will not be affected by this ruling. No line, however, shall be compelled to protect the rate of another line provided the shipper is notified by the agent, in writing, at the time the shipment is tendered, of its unwillingness to do so. (Order No. 1578, May 28, 1913.)

Combination of Short Line Mileage Rates.

55-h. Cancelled by Order No. 1433, July 25, 1912. (See Rule 55-e.)

Minimum Charges, Joint Through Shipment.

55-i. Actual weights must be charged for in all cases, except that the minimum charge to be collected on single shipments over two lines shall be forty cents, and other three or more lines, sixty cents.

Distances for Changing Freight Rates.

56. Since a separate rate can not be conveniently given for every possible distance, the law authorizes the Commission to ascertain what shall be the limits of longer and shorter distances, and five (5) miles has, accordingly, been fixed as the limit for a change of freight rates for all distances less than one hundred miles; and ten (10) miles for all distances over one hundred miles. The Commission reserves the right, however, to correct the charge in extreme cases which work hardships, although the same may not violate the letter of its rules.

57. For a distance under twenty miles or over 250 miles, a reduction of rates may be made without making a change at all stations

short of 250 miles; provided, however, that when any carrier shall make a reduction of rates for a distance of over 250 miles, the same shall apply to similar distances on all the roads controlled by the same company, and in no case shall more be charged for a less than a greater distance, except as in Rule 56.

Rates from Competing Points.

58. When there are between any two points two or more competing carriers not under the same management or in the same system, the longer lines or water routes, in order to give said points the benefit of competition, may reduce the rates between said two points below the standard tariff, without making a corresponding reduction at all stations or landings along the lines of said roads or water routes; provided, said reduction shall not make the rates less than the standard tariff rates for the shortest line between said points; provided further, that before taking effect, the proposed changes of rates shall be submitted to and approved by this Commission. (Exceptions to this rule are made on shipments to and from Alexandria, Baton Rouge, Lake Charles, Monroe, New Orleans and Shreveport.)

Long and Short Haul Rates.

59. No freight rates in this State shall be changed without the consent of this Commission; provided, however, that where the Constitution is violated by charging more for a shorter than a longer distance, such overcharge shall be reduced for the shorter distance to make same conform to law.

Minimum Charge, One Line.

60. All shipments shall be charged for at actual weight and rate, with a minimum charge of 25 cents when the shipment moves over one road.

Cars Loaded to Physical Capacity.

60-a. Amended. When freight cars are loaded to their physical capacity with any article for which a carload rating is provided, no more than actual weight of the shipment contained in such cars shall be charged for. This rule will not apply on shipments taking minimum carload weights, 24,000 pounds and less. On shipments taking minimum of 24,000 pounds and less apply in Western Classification territory, tariff rates and rules provided in Western Classification, supplements and exceptions thereto, and in Southern Classification territory apply tariff rates and rules provided in Southern Classification, supplements and exceptions thereto.

When a shipper orders a car of less capacity than is required for the established minimum, the carrier may collect charges on the basis of the established minimum. (Order No. 1622, September 26, 1913.)

Blockading Cars.

61. No carrier doing business in this State shall permit a blockade of any class of freight on account of any arrangement existing between

it and other carriers as to the transportation of freight, according to percentage or otherwise.

Notice of Arrival of Freight.

62. All carriers shall give prompt notice by mail or otherwise to consignees of the arrival of goods, together with the weight and amount of freight charges due thereon; and when goods or freight of any kind in carload quantities arrive, said notice must contain letters or initials of the car, number of the car, net weight and amount of freight charges due on the same.

Selecting Route.

63. The right of a shipper to direct by what carrier or carriers in this State his shipments shall be transported shall be observed by all carriers.

64. All carriers shall, on demand of consignees, at stations where there are agents, insert plainly on all bills of lading or expense bills, the date of the receipt of the freight, the name of article, the weight, if possible, of the freight, the class, and the rate authorized.

Returned Shipments.

64-a. Shipments, whole or in part (except live stock), which have paid full tariff rates, may be returned to shipper at point of origin at one-half of the Commission's authorized rate, in the direction of the first movement, it being understood that if the shipment is in less carload quantity, one-half the less carload rate will apply, subject to minimum rate of one-half fourth class; provided, the rate on the returned shipment shall not exceed the rate assessed on the original movement; the charge in no case to be less than the minimum charge provided under Rules 55-i and 60 of the Revised Rules of the Railroad Commission of Louisiana.

If a carload is returned, one-half the carload rate will govern, provided the minimum charge on a full carload shipment shall not be less than one-half of Class D rate, and provided further that full reference be furnished by shipper or consignee of the original shipment, which information may be furnished at point of origin or at destination of returned freight.

The time limit for return of shipment shall be one year, except that the time limit of articles taking agricultural implements, vehicles, and wagon rate shall be two years.

Exhibits for Fairs.

64-b. Shipments for exhibits and articles necessary for making such exhibits shall be charged no more than one-half of authorized tariff rates from point of origin to the first fair at which exhibited, or on movement between one fair and another fair, or upon the home shipment, provided there has been no change in ownership, under the following conditions:

First: Full fare shall be paid for each movement to one or more fairs, receipt for which must be taken. On surrender of the freight

receipt and a certificate from the secretary of the fair stating no change in ownership has been made, to the delivering agent, he will refund to the in-bound shipper on the in-bound shipment one-half of the tariff rate charged.

Second: On the home shipment, one-half tariff rate shall be charged, provided certificate from the secretary of the fair at which last exhibited is furnished the forwarding agent, stating no change of ownership has been made.

Third: The usual live stock contract shall be executed in the regular manner, and shipment receiving half tariff rate shall be limited to the usual half tariff liability.

Fourth: These rates, rules and regulations do not apply to the transportation of side shows, amusement features, or exhibitions of any character to or for which a charge is made, or for horses or other live stock engaged in racing.

Fifth: All exhibits must be delivered for return to point of origin within ten (10) days after the close of the last fair at which they have been on exhibition. Otherwise full tariff rates will apply on the return shipment.

Sixth: These rules and regulations shall apply on all shipments of exhibits, whether they are transported over one or more than one railroad in Louisiana.

(Order No. 2042, September 15, 1916.)

Issuing Freight Receipts.

65. All carriers shall upon demand issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad or water route issuing such receipt, and as far as practicable shall state the charges upon the same over the connecting roads or water routes transporting such freight; and in all cases the carrier receiving such freight shipped shall be held responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by the Commission. When the consignees of such freight present the carrier's receipt to the agent of the carrier last transporting said freight, such agent shall deliver the articles shipped, upon the payment of the rates charged for the class of freight as stipulated in said carrier's receipt; but no part of freight bills need be paid by consignee until all the freight is delivered or carrier makes good that portion of freight not delivered.

Bills of Lading or Expense Bills.

65-b. All carriers shall, on demand of consignee or consignor at stations where there are agents, insert plainly on all bills of lading or expense bills, the date of the receipt of the freight, the name of the article, the weight, if possible, of the freight, the class, and the rate authorized. (Order No. 1730, May 14, 1914.)

Bills of Lading.

66. No railroad or other transportation company operating in Louisiana shall insert in any bill of lading or freight receipt issued by it, any language limiting or modifying its liabilities or responsibilities for loss or damage to cotton by fire, transported between any two points in Louisiana.

Tracers.

66-a. Tracers, accompanied with complaint from consignees to consignor, to the effect that goods or merchandise had not reached them within five days after shipment, shall be acknowledged by the railroad company and information given as to cause of delay within five days after receipt of request to trace, also notification of delivery, if made. (Order No. 1425, June 26, 1912.)

Bills of Lading, Returning.

66-b. It shall be the duty of all railroad companies operating in the State of Louisiana to return to shippers, within forty-eight (48) hours, all bills of lading, duly signed, covering shipments from non-agency stations. (Order No. 1500, January 16, 1913.)

Payment of Claims.

67. All claims against carriers for loss or damage to freight must be settled within ninety (90) days at point of destination, or at the point of shipment, as the claimant may elect.

67-a. Railroads operating in the State of Louisiana are hereby prohibited from requiring, as a condition precedent to recovery, that notice of claims or filing of claims for loss, damage or injury to shipments lost or damaged in transit, or while in the railroad's possession as a common carrier, shall be filed in a less period than two years from the date of the shipment. (Order No. 1898, April 27, 1915.)

Overcharges.

68. All overcharges on freight by any carrier shall be settled within thirty days after demand by consignee or his representative, upon the agent at the delivering depot or landing, or at point of shipment, as the claimant may elect. Whenever any overcharge on freight has been made on a shipment over two or more railroads or water routes, or any part of two or more roads or water routes, it shall be settled by the delivering carrier. If the overcharge is made on a shipment to a flag station, the demand may be made on the agent at the nearest regular station to the flag station to which the same was billed.

Payment of Claims—Express Companies.

69. All claims for loss of or damage to express matter shall be settled, or denied, within ninety (90) days from the date they are filed with the delivering company; provided, that all overcharges shall be promptly refunded by the agent of the delivering company.

Freight Depots, When Open.

70. All freight depots must be kept open each day (Sunday and

legal holidays excepted), for the receiving and delivering of freight between the hours of 7 a. m. and 5 p. m., with an intermission from 12 m. to 1 p. m.

Freight depôts may be closed at 1 o'clock p. m. on Saturdays during the months of May, June, July, August and September of each year.

Delays in Transporting Shipments.

71. No carrier shall for any cause, subject any articles of freight to unreasonable delay in receiving, delivering or forwarding the same to its destination.

Lowest Rate to Be Charged in Case of Conflict.

72. In any case where a class rate is lower than a commodity rate the lowest rate shall be charged. (Amended by order adopting these rules.)

Date Authorized Rates Become Effective.

73. All authorities for rates, issued by the Commission, may be made effective at once, or as soon after the date of issuance as possible, but in no case later than ten days after the date of the Commission's authority, unless otherwise specified.

Authorities Not Issued for a Period Less Than Six Months.

73-a. Authorities for special commodity rates will be issued upon the application of a duly authorized representative of any transportation company operating in the State of Louisiana, which may be lower than regular mileage rates, or rates which have been previously in effect, for a period of not less than six months. (Order No. 1224. Effective January 1, 1911.)

Long and Bulky Articles.

73-b. Unless otherwise provided, a shipment containing articles which, because of their length or bulk, cannot be loaded through the center side doorway six feet (6 ft.) wide by seven feet six inches (7 ft. 6 in.) high, of a closed car 36 feet or less in length, by 8 feet 6 inches wide and 8 feet high, without the use of an end door or window, shall be assessed an arbitrary charge of \$1.00 on each consignment over and above the charge that would accrue by applying the regular published rates, to cover the occasional extra cost of placing special size box equipment, or of loading or unloading through the doors or windows.

When articles which because of their length or bulk require forwarding to open cars and the shipper consents in writing to such forwarding at time of signing bill of lading, the charges shall be assessed at actual weight and authorized rating, subject to a minimum charge of 4,000 pounds, at the first class rate for the entire shipment. (Order No. 2020, July 12, 1916.)

RULES GOVERNING THE FURNISHING OF CARS BY RAILROADS, AND THE PENALTY FOR FAILURE TO COMPLY.

74. Section 1. Railroad companies, except for reasonable cause of delay (to establish which the burden of proof shall be upon the carrier), must furnish cars to shippers, suitable for the transportation of the freight desired to be shipped, at a designated place for loading, if possible, otherwise at the most convenient point nearest shipper's loading place, within five days after written notice to the agent of the company, at the nearest station to said loading place; provided, the said notice shall be in writing and shall show name of shipper, character and destination of the freight, and be accompanied by a deposit of five dollars for each car ordered, which amount shall be returned to the shipper immediately upon demand upon the agent, after loading the car or cars, or applied to the payment of the freight, as the shipper may elect. Provided further, that no shipper may, under this order, demand more than two cars for each period of five days.

Sec. 2. Whenever a shipper in Louisiana desires cars for the purpose of shipping perishable freight, such as ice, green vegetables, and other articles requiring prompt transportation, it shall be the duty of railroad companies to furnish one car every forty-eight hours, after receiving forty-eight hours' written notice, accompanied by a deposit of five dollars for each car ordered, as provided in Section 1.

Sec. 3. Companies failing to furnish cars within the specified time, except for reasonable cause of delay, shown by the carriers, shall pay to the person making a demand for cars, as provided by Sections 1 and 2, a demurrage charge of one dollar per day, for each car or fraction thereof, exclusive of Sundays and legal holidays, to be computed from 7 a. m. of the fifth day after written demand, made in the manner and form as provided by Section 1.

Sec. 4. The demurrage in such cases assessed against the carrier shall be paid by the agent at the depot where notice for cars is given, within thirty days from the filing of claim.

Sec. 5. After the car or cars ordered have been placed in position for loading, the person applying for the same shall load the car or cars within forty-eight hours, and upon failure to do so, shall forfeit and pay to the railroad company a demurrage charge of one dollar per day for each car not loaded within the time specified above.

Sec. 6. The demurrage in such cases assessed against a shipper shall be retained from the amount deposited with the agent at the time the order is given for cars.

Sec. 7. These rules shall apply only to box, flat, stock and coal cars of usual and ordinary dimensions. Railroad companies shall not be required to furnish cars of special design.

Reweighing Cars.

74-a. Section 1. Whenever a carload shipment, transported between points in Louisiana, moves over two or more track scales, whether over one or more lines, the cars shall be weighed by the carrier at the first track scales over which it passes, in the direction of its movement to destination, and the weight thus found shall be the weight upon which freight charges shall be assessed. Whenever there is a dispute between the shipper or consignee and the carrier as to the correctness of the weight, the carrier shall, whenever there are track scales at the point of destination, upon demand of the consignee, reweigh the car, and if a difference is found in the two weights, so ascertained, the freight bill shall be corrected to conform to the last weight.

Charges for Reweighing Cars.

Sec. 2. There shall be no charge made by the carrier in cases where the second weighing shows a variation of over one per cent from the first weight. When the second weighing does not show a variation to such extent, the carrier shall charge two and 50/100 (\$2.50) dollars for each car reweighed. The consignee shall, if an additional day is required by the delivering carrier to reweigh the car, be allowed one day's free time in addition to the free time allowed under the car service rules as established by the Railroad Commission of Louisiana. When the consignee so requests, the reweighing of the car shall be in his presence, or in the presence of his authorized agent, provided no delay shall be occasioned thereby. (Order No. 1431, July 25, 1912. Effective August 15, 1912.)

DEPOTS, FLAG STATIONS, SPUR TRACKS, PLATFORMS, ETC.

Changing Location of Depots and Stations.

75. No change of freight or passenger depots or flag stations from the present location, or suspension of the sale of tickets, or the receiving or forwarding of freight from stations now in use for such purpose, will be permitted without the consent of the Commission.

75-a. Amended. No regular freight or passenger depot, or station, or flag station, shall be closed or discontinued by any railroad operating in the State of Louisiana without the consent of the Railroad Commission, except for causes beyond the control of the railroad company.

No railroad telegraph office where commercial telegrams are handled shall be closed, abandoned, or discontinued without the consent of the Railroad Commission of Louisiana previously obtained, except for causes beyond the control of the railroad company.

In case any regular passenger depot or station, or railroad telegraph office where commercial telegrams are handled, or flag station, is closed for causes beyond the control of a railroad company, a full report of the causes requiring the closing of the same shall be made to the Commission immediately after such office is closed, and, unless the Commission, after investigation, gives its consent to the permanent closing of the regular passenger or freight depot, or station, railroad telegraph office or flag station, then arrangements to reopen the same must be made by the railroad company within fifteen (15) days from the date such regular freight or passenger depot or station, flag station, or railroad telegraph office is closed. (Order No. 1831. November 24, 1914.)

Application for Removal of Spur Tracks.

75-b. Applications for permission to remove a spur track, side track, appurtenance or facility of any railroad operating in the State of Louisiana must be accompanied by the written consent of the party or parties for whom the spur track, side track, appurtenance or facility was built, or the parties last using same. Should it be impossible to obtain such written consent, then the application for removal must be accompanied by evidence that at least thirty (30) days' notice of said application has been posted at the nearest agency stations on each side of the spur track, side track, appurtenance or facility, or at the station at which it is located. (Order No. 1745, June 30, 1914.)

Rebuilding Depots, Platforms and Structures, When Destroyed.

76. Whenever any depot, pagoda, platform, shed, or other permanent structure, used in connection with the public service rendered by a railroad in Louisiana is destroyed in whole or in part, by fire or other accidental cause, the fact shall be reported to the Commission by letter,

within five (5) days after the occurrence, giving the date of the same, and the approximate amount of damage to the property, and the said depot, pagoda, platform, shed or other permanent structure so destroyed or injured, shall be rebuilt or repaired within ninety (90) days from the date of the accident, unless permission is secured from the Commission, in the interim, not to rebuild or restore the same.

Locating Depots.

77. Permission for the location of depots and the construction of same must be secured from this Commission. Application for such permits must be accompanied by all information necessary for a full and proper understanding of all interests to be affected thereby. The Commission reserves the right to pass upon the location of all switches and spurs.

Switches and Spurs.

78. No switches or spurs in use in this State shall be removed or abandoned without the consent of this Commission.

TARIFFS AND RULES GOVERNING TELEGRAPH COMPANIES.

79. No telegraph company shall charge or collect more than twenty-five (25) cents for any message of ten words or less, exclusive of date, address and signature, between any two points on its lines within the limits of the State, nor more than two cents for each additional word on any day message nor more than one cent for each additional word on a night message.

(Note.—These are maximum rates, and telegraph companies are permitted to establish lower rates upon application to the Commission.)

80. All messages offered for transmission must be promptly forwarded and delivered.

81. No telegraph office where messages are received and transmitted shall be discontinued or abolished without first obtaining the consent of this Commission, upon an application duly filed by said company desiring such discontinuance, wherein shall be stated the reasons therefor.

TARIFFS AND RULES GOVERNING TELEPHONE COMPANIES.

(The Postmaster General of the United States, as Director of Telephone and Telegraph Systems, has advanced the rates for telephone service in this State without authority from, and against the protest of, the Railroad Commission, and his right to do so has been challenged in the courts.)

Rate for Written Messages.

82. No telephone company shall charge or collect more than twenty-five (25) cents for any written message of ten words or less, exclusive of date, address and signature, between any two points on its lines within the limits of the State, nor more than two cents for each additional word on any day message, nor more than one cent for each additional word on a night message.

(Note.—These are maximum rates, and telephone companies are permitted to establish lower rates upon application to the Commission.)

Messages Must Be Forwarded Promptly.

83. All messages offered for transmission must be promptly forwarded and delivered.

Discontinuing Telephone Stations.

84. No telephone office where messages are received and transmitted shall be discontinued or abolished without first obtaining the consent of this Commission upon an application duly filed by the said company desiring such discontinuance, wherein shall be stated the reasons therefor.

Advance in Rates.

85. There shall be no increase in the rates charged for rent of instruments, or for the use of public station instruments for conversation, without the consent of the Commission; nor shall any rates be put in force at new exchanges, or on new toll lines, or elsewhere, before said rates have been authorized by this Commission.

Telephone Service Not to Be Discontinued.

86. No subscriber shall be hindered in the enjoyment of telephone communication, nor shall instruments be removed from the premises of subscribers except for failure to pay tariff rates authorized by this Commission.

Long Distance Toll Rates.

87. Long distance toll rates from exchanges shall commence from the long distance toll board, and shall be the same for all subscribers to the exchange with which they are connected, regardless of the distance from the subscriber's telephone to the exchange with which he is connected.

Desk Set Telephones.

88. Where subscribers wish nickel-plated desk set telephones installed, or an expensive form of cabinet telephone, telephone companies will be permitted to charge for same twenty-five cents per month over and above the regular charge for service with standard instruments.

Party Line Rates Beyond Exchange Radius.

89. Beyond one and one-half miles, and within three miles from exchanges, party lines will be installed and maintained at the exchange rate authorized by the Commission for direct lines within the limits of one and one-half miles.

Direct Lines Beyond Exchange Radius.

90. For direct line service outside of one and one-half miles from the exchange, and inside of three miles, the rate shall be the authorized direct line rate, and twenty-five cents per month additional for each half mile, or fraction thereof, beyond one mile and a half from the exchange.

Contracts for Telephone Service.

91. Telephone companies shall hereafter be allowed to make contracts with new subscribers desiring telephone service, to keep the telephones for a period of twelve months from the date of beginning of service, at rates authorized by the Commission for the class of service desired. If any party desires telephone service for a less period of time than twelve months it shall be furnished at the rates authorized by the Commission for the class of service desired; provided, the party desiring service pays the actual cost of installation.

Private Branch Exchanges.

92. Telephone companies may enter into special contracts for service of an extraordinary or irregular nature, such as operating branch exchanges in hotels, constructing and maintaining extra hazardous lines, and for special service, at rates authorized by the Commission, for such period of time as may be agreed upon between the contracting parties; provided, copies of all such contracts for special service shall be filed with the Commission.

"Exchange Radius."

93. The "exchange radius" shall be and is established at one and one-half miles from the telephone exchange, except in towns or cities where the corporation limits are farther from the exchange than one and one-half miles, in which case the exchange radius shall be the corporation limits.

(By "exchange radius" is meant that limit or distance from each exchange, within which subscribers to the exchange are to receive telephone service at the rates approved or established by the Commission for the different exchanges throughout the State.)

Second and Third Telephones, Outside of Exchange Radius.

94. When a subscriber on an additional or direct line, outside of the exchange radius of any exchange in Louisiana, desires a second or third

telephone placed on the direct line, the rate for such second or third telephone shall be the party line rate for country service for connection with the exchange from which the subscriber is served.

Country Party Lines Limited to Five Subscribers.

95. Hereafter no telephone company operating in the State of Louisiana shall connect more than five subscribers on any country line in the State.

No lines now having more than five subscribers shall be disturbed or disconnected without the consent and authority of the Railroad Commission of Louisiana, except upon the request of one or more subscribers.

Printing and Posting Telephone Toll Rates.

96. All telephone companies operating in the State of Louisiana, and all owners of public telephone lines in Louisiana, shall print in all of their telephone directories a list of the public telephone stations on their lines in Louisiana, showing the rate for conversations to such stations as authorized by the Railroad Commission of Louisiana.

All telephone companies operating in the State of Louisiana, and all owners of public telephone lines in Louisiana, shall print and keep posted at all public toll stations on their lines in Louisiana, except at exchanges where directories are printed, a list of its toll stations in Louisiana, together with the toll rate to each of said stations as authorized by the Railroad Commission of Louisiana.

The lists of stations and toll rates required to be printed and posted by this rule shall be revised and corrected at least once every three months.

MISCELLANEOUS RULES.

Filing of Annual Reports.

97. Annual reports shall be filed by all railroad, steamboat and other watercraft, express, telephone, telegraph and sleeping car companies, and pipe lines, with this Commission on or by the 31st day of March of each year. These reports must cover the fiscal year ending December 31, of each year, and must be made in accordance with the forms prescribed by the Commission. (Order No. 2062, January 16, 1917, amended.)

Failure to Furnish Cars at "Concentrating Points."

98. Whenever a party has received products for concentration or manufacture at rates authorized or established by the Railroad Commission of Louisiana providing for refunds to be made when the original product or a certain percentage of the manufactured product is re-shipped via the carrier on whose line the shipment originated, and the said party tenders to the originating carrier the return shipments, either of the original, or the manufactured products, at the rate of two car-loads every five days, and the said carrier fails to furnish cars for the loading and movement of such shipments, then the party receiving the shipment for concentration or manufacture may ship via another line, and shall be entitled to all refunds which may be due when such shipments are tendered.

Furnishing Cars of Specified Lengths.

98-a. Where shippers order cars of certain lengths and cars of greater lengths are furnished at carriers' convenience, the minimum provided in tariff for cars of length ordered will be protected, subject to actual weight, and provided further that shipment made could have been loaded into car of the length ordered by shipper. (Order No. 1282, July 27, 1911.)

Movement of Private Cars.

98-b. It shall be the duty of the railroad companies, after they have received private tank cars for handling molasses, either loaded or empty, for transportation between any two points on their respective lines, or after they have received cars belonging to them, loaded with molasses, to move the said cars at the rate of not less than twenty-five (25) miles per day, Sundays and legal holidays excepted, unless the distance the cars are to be transported is less; provided, that forty-eight (48) hours shall be allowed on all cars moving through the switching limits of New Orleans, and that twenty-four (24) hours shall be allowed at other points of initial movement, before beginning the computation of per diem mileage above provided for; and provided that all delays incident to storms, overflows, strikes, wrecks, or other causes beyond the control

of the railroad companies, shall be excepted in computing per diem mileage, as shall also the time necessary for the repairs of these tank cars; and provided further, that railroad companies shall not be required to move said tank cars, destined to or from branch line points further than the junction point in one day, and that such junction point shall be considered an initial point for further movement.

Railroad companies shall pay to owners or lessees the sum of one (\$1.00) dollar per car per day, Sundays and legal holidays excepted, for every day that the above mentioned private tank cars are delayed beyond the time specified in this rule.

Flagging Rules.

99. Amended. That when a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available, the fireman must act in his place.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth of a mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or heard approaching, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of a flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled.

During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, or when other conditions require it, the flagman will increase the distance. When the train is flagged, the engineer must obtain a thorough explanation of the cause, stopping if necessary.

(a) Between sunset and sunrise, the flagman shall, immediately after he leaves his train, light a red fusee and carry it with him back one-quarter of a mile to the point where he places the first torpedo, and must leave a burning fusee at the same point as the first torpedo.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown on the track at intervals to insure the safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on

the engine, and engineman must stop and let him off at the first switch. It is further

ORDERED, That the above rule shall be printed and distributed at once by the various railroads in Louisiana among their trainmen, and all conductors and flagmen, and others in charge of trains, shall be required to familiarize themselves therewith. Flagmen shall be examined upon this rule, and other operating rules prescribing their duties, by proper officials of their respective companies at least once every year, and when so examined, if found competent to continue in the service, they shall be given a certificate by the examining officer to that effect. Before allowing a flagman to enter upon his duties on a train operating in Louisiana, he shall be examined on the above rule and the operating rules of the company pertaining to his duties. Records of all examinations held must be kept in the superintendent's office in Louisiana of each railroad, subject to inspection upon demand by the Commission at any time. This examination may be either oral or in writing, the object being to ascertain, by questioning, whether the employee is familiar with his duties. No flagman shall be permitted to flag on any train in Louisiana until he has served an apprenticeship as a flagman of not less than thirty (30) days, and made at least two trips over the route which will be the run of the train to which he is assigned, with an experienced flagman.

(2) That no employee shall be promoted to the position of flagman until he has served in the capacity of brakeman or switchman for a period of six months; provided, that on freight trains he may serve in the capacity of both brakeman and flagman, provided he has had the required thirty days' experience as flagman.

All rates, rules, regulations and orders in conflict herewith are cancelled. (Order No. 1517, February 20, 1913, as amended by Order No. 1551 of April 17, 1913. Black-face type are changes made by Order No. 1551.)

Amendment to Flagging Rule.

It is hereby ordered that railroads operating in Louisiana may employ as flagmen men who have had one year or more experience in train service with other common carrier railroads, who, in the judgment of the superintendent of the railroad employing such flagmen, are competent to fill the positions as flagmen, it being hereby made the duty of such railroad company, before such men are employed in the capacity of flagmen, to study carefully the flagging rule prescribed by the Railroad Commission, and to satisfy the superintendent of the company employing such flagmen, through oral examination, that they are thoroughly familiar with the same, and competent to carry out its requirements. Before such men may be put to work as flagmen, they must also be carefully examined as to the operating rules of the railroad company by which they are to be employed, and must pass an examination upon such rules, either oral or written, which will satisfy the superintendent that they are fully qualified to perform their duties.

The portions of Orders 1517 and 1551 heretofore adopted which are in conflict with this rule are hereby cancelled. (Order No. 1623, October 21, 1913.)

Switch Lights.

100. All railroads in the State of Louisiana, where night trains are scheduled, are required to maintain and keep lighted during the hours between sunset and sunrise, switch lights on all main track, yard and terminal switches, and at such other points as may be deemed reasonable and necessary for the safe operation of trains. Where switches are such as no additional protection is afforded by switch lights or where the same are protected by other standard devices, such as automatic block signals, no lights shall be required. (Order No. 1697, March 24, 1914.)

RULES GOVERNING THE INSTALLATION AND MAINTENANCE OF INTERLOCKING DEVICES AND THE PROTECTION OF YARD CROSSINGS NOT INTERLOCKED. STOPPING AT CROSSINGS.

101. Section 1. It shall be the duty of all railroad companies operating in Louisiana, as an incident to the service they perform and as a matter of safety to passengers, to require all trains to stop not less than two hundred feet before crossing the track or tracks of another railroad at grade; and if the view is obstructed trains must not proceed until a flagman is sent ahead and the way known to be clear; provided, that when a grade crossing is protected by an interlocking device, which has been approved by the Railroad Commission, trains may proceed over such crossing without stopping.

Where there is a clear and unobstructed view, trunk line trains will not be required to stop at narrow gauge cane track crossings. Gates must be set to clear trunk line trains when these cane tracks are not in use. (Order No. 1708, March 26, 1914.)

Installing Interlockers.

Sec. 2. Where a railroad company desires to protect an existing grade crossing by an interlocking device, and cannot agree with the other road at interest as to the terms and conditions under which such interlocking device shall be constructed, maintained and operated, such road may apply to the Railroad Commission by petition for an order requiring installation of the interlocking device; and, if after investigation the Commission decides an interlocking plant to be necessary, it will order the same installed. The cost of installation and maintenance shall be decided on the basis of the number of levers required to operate the switches and signals of each road and the expense of operation shall be divided equally between the roads interested.

Prorating Cost of Installation.

Sec. 3. When one railroad desires to cross the track or tracks of an existing railroad, and the two railroads cannot agree as to the crossing, the matter shall be referred to the Railroad Commission. If, after investigation, the Commission decides an interlocking plant to be necessary, it will order the same installed, the cost of installation shall be paid by the railroad desiring to cross the existing railroad. The cost of maintenance shall be divided on the basis of the number of levers required to operate the switches and signals of each road, and the expenses of operation shall be divided equally between the roads at interest.

Commission May Order Interlocking Plant Installed.

Sec. 4. If, in the opinion of the Commission, an interlocking device is needed at any grade crossing, due notice will be given the roads

interested and a hearing had. If, after investigation, the Commission decides an interlocking plant to be necessary, it will order the same installed, the cost of installation, maintenance and operation to be divided as provided for in Section 2.

Crossings in Yards.

Sec. 5. Nothing in these rules shall apply to grade crossings within yards where other satisfactory methods of protecting the movement of trains are provided, or where the operation of an interlocking device would be impracticable.

Existing Contracts.

Sec. 6. Nothing in these rules shall have the effect of abrogating any existing contracts or agreements between railroad companies relative to the expense of installing, operating or maintaining interlocking devices at railroad crossings in this State.

Changing Rules.

102. The Commission reserves the right to suspend or modify the enforcement of any of its Rules and Regulations at its discretion.

Baton Rouge, Louisiana, January 14, 1917.

RAILROAD COMMISSION OF LOUISIANA:

SHELBY TAYLOR,
Chairman;
B. A. BRIDGES,
JOHN T. MICHEL,

HENRY JASTREMSKI,
Secretary.

CAR SERVICE AND DEMURRAGE RULES.

ORDER No. 1131.

(Cancels Order No. 653.)

103. At a general session of the Railroad Commission of Louisiana, held in its office in the Capitol, at Baton Rouge, Louisiana, on March 23, 1910, the Chairman, J. J. Meredith, and Commissioners C. L. de Fuentes and Shelby Taylor being present, it was

ORDERED, That the following Uniform Demurrage Rules, as approved by the National Association of Railway Commissioners, in convention at Washington, D. C., in November, 1909, be, and the same are hereby, adopted and approved for use in the State of Louisiana, at all points where Demurrages and Car Service Rules apply:

Rule No. 1—Cars Subject to Rule.

Cars held for or by consignors or consignees for loading, unloading, forwarding directions, or for any other purpose, are subject to these Demurrage Rules, except as follows:

- (a) Cars loaded with live stock.
- (b) Empty cars placed for loading coal at mines or mine sidings, or coke ovens.
- (c) Empty private cars stored on carrier's or private tracks, provided such cars have not been placed or tendered for loading on the orders of a shipper.

Note.—Private cars while in railroad service, whether on carrier's or private tracks, are subject to these Demurrage Rules to the same extent as cars of railroad ownership.

(Empty private cars are in railroad service from the time they are placed by the carrier for loading or tendered for loading on the orders of a shipper. Private cars under lading are in railroad service until the lading is removed and cars are regularly released. Cars which belong to an industry performing its own switching service are in railroad service from the time they are placed by the industry upon designated interchange tracks and thereby tendered to the carrier for movement. If such cars are subsequently returned empty they are out of service when withdrawn by the industry from the interchange; if returned under load, railroad service is not at an end until the lading is duly removed.)

Rule No. 2—Free Time Allowed.

- (a) Forty-eight hours (two days) free time will be allowed for loading or unloading on all commodities.
- (b) Twenty-four hours (one day) free time will be allowed.
 - 1. When cars are held for reconsignment or switching orders;
 - 2. When cars destined for delivery to or for forwarding by a con-

necting line are held for surrender of bill of lading or for payment of lawful freight charges.

3. When cars are held in transit and placed for inspection or grading.

(c) Cars containing freight for transshipment to vessel will be allowed such free time at the ports as may be provided in the tariffs of the carriers.

Rule No. 3.—Computing Time.

Note.—In computing time Sundays and legal holidays (national, state and municipal) will be excluded. When a legal holiday falls on a Sunday, the following Monday will be excluded.

(a) On cars held for loading, time will be computed from the first 7 a. m. after placement on public delivery tracks.

(b) On cars held for orders, time will be computed from the first 7 a. m. after the day on which notice of arrival is sent to consignee. On cars held for unloading, time will be computed from the first 7 a. m. after placement on public delivery tracks and after the day on which notice of arrival is sent to consignee.

(c) On cars containing freight in bond, time will be computed from the first 7 a. m. after permit to receive goods is issued to consignees by United States Collector of Customs.

Free Time.

4. When the shipper or consignee resides outside of the corporate limits of any city or town in this State, and freight has to be hauled three (3) miles and not over ten (10) miles from the railroad stations, four (4) days' free time for loading or unloading shall be allowed, and when the shipper or consignee resides outside of the corporate limits of any city or town in the state, and freight has to be hauled ten (10) miles from the railroad station or over, six (6) days' free time for loading and unloading shall be allowed. (Order No. 1244, February 3, 1911.)

(d) On cars containing freight subject to state inspection, time will be computed from the first 7 a. m. after inspection by state officials.

(e) On cars to be delivered on any other than public delivery tracks, time will be computed from the first 7 a. m. after actual or constructive placement on such tracks. See Rule 4 (Notification) and Rules 5 and 6 (Constructive Placement).

(f) On cars to be delivered on interchange tracks of industrial plants performing their own switching service, time will be computed from the first 7 a. m. following actual or constructive placement on such interchange tracks until return thereto. See Rule 4 (Notification) and Rules 5 and 6 (Constructive Placement). Cars returned loaded will not be recorded released until necessary billing instructions are given.

Rule No. 4.—Notifications.

(a) Consignee shall be notified by carrier's agent in writing, or as otherwise agreed to by carrier and consignees, within twenty-four hours after the arrival of cars and billing at destination, such notice

to contain point of shipment, car initials and number, and the contents, and, if transferred in transit, the initials and number of the original car. In case car is not placed on public delivery track within twenty-four hours after notice of arrival has been sent a notice of placement shall be given to consignee.

(b) When cars are ordered stopped in transit the party ordering the cars stopped shall be notified upon arrival of cars at point of stoppage.

(c) Delivery of cars upon private or industrial interchange tracks, or written notice to the consignee of readiness to so deliver, will constitute notification thereof to consignee.

Rule No. 5.—Placing Cars for Unloading.

(a) When delivery of cars consigned or ordered to private or industrial interchange tracks cannot be made, on account of the act or neglect of the consignee, or the inability of consignee to receive, delivery will be considered to have been made when the cars were tendered. The carrier's agent must give the consignee written notice of all cars he has been unable to deliver because of the condition of the private or interchange tracks or because of other conditions attributable to consignee. This will be considered constructive placement. See Rule 4 (Notification).

(b) When delivery cannot be made on specially designated public delivery tracks, on account of such tracks being fully occupied or from other cause beyond the control of the carrier, the delivery will be made at the nearest available point accessible to the consignee, and the consignee so notified.

Rule No. 6.—Cars for Loading.

(a) Cars for loading will be considered placed when such cars are actually placed or held on orders of the consignor. In the latter case the agent must give the consignor written notice of all cars which he has been unable to place because of the condition of the private track or because of other conditions attributable to the consignor. This will be considered constructive placement.

(b) When empty cars, placed for loading on orders, are not used, demurrage will be charged from the first 7 a. m. after placing or tender until released, with no time allowance.

Rule No. 7.—Demurrage Charge.

On February 5, 1918, the Commission adopted the following demurrage charges so as to make the State charges conform to those prescribed by the Director General of Railroads of the United States:

*In consideration of Order No. 7, of the Director General of Railroads of the United States, changing the demurrage rules, regulations and charges applicable on railroads subject to his jurisdiction and control, it is

ORDERED, That all railroads in the State of Louisiana subject to

the jurisdiction and control of the Railroad Commission of Louisiana, be, and they are hereby, authorized to publish and apply on Louisiana intrastate traffic the same demurrage rules, regulations and charges as apply under the said Director General's Order No. 7 on interstate traffic, in so far as such demurrage rules, regulations and charges apply to intrastate traffic, as follows:

A. (1) Forty-eight hours (two days) free time for loading or unloading on all commodities.

(2) Twenty-four hours (one day) free time on cars held for any other purpose permitted by tariff.

B. That the average agreement rule be permitted, but that it apply solely to cars held for unloading.

C. That under the average rule the number of days on which debits accrue be made four instead of five.

D. That the demurrage charge on all cars, after the expiration of the free time allowed, be \$3.00 for each of the first four days, \$6.00 for each of the next three days, and \$10.00 for each succeeding day.

E. That the bunching rule be reinstated, with the following change in paragraph 2: Cars for unloading or reconsigning.—When, as the result of the act or neglect of any carrier, cars originating at the same point or at intermediate points moving via the same route and destined for one consignee, at one point, are bunched at originating point, in transit, or at destination, and delivered by the carrier in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment. Claim to be presented to carriers' agent within fifteen (15) days.

These charges will supersede all those named in any existing tariffs applicable to carload freight except:

1. Cars loaded with live stock.

2. Empty private cars stored on railroad or private tracks, provided such cars have not been placed or tendered for loading on the orders of a shipper.

And specifically contemplate the cancellation of all conflicting provisions of existing tariffs.

It is further

ORDERED, That all rules, regulations and charges affecting demurrage or car service in the State of Louisiana, in conflict herewith, and especially Order No. 2165 of January 8, 1918, be, and the same are hereby, cancelled.

It is further

ORDERED, That the said rules, regulations and charges may be made effective on February 10, 1918.

It is further

ORDERED, That this order, and rules, regulations and charges herein set forth, shall not affect any subsequent proceedings relative thereto, and the tariffs filed in conformity herewith shall contain the following notation:

"Issued under special authority of the Railroad Commission of Louisiana, Order No. 2169, without formal hearing, in conformity with Order No. 7 of the Director General of Railroads of the United States, and without prejudice or effect upon any complaints which may be filed with the Railroad Commission of Louisiana, or subsequent proceedings relative to car service or demurrage in the State of Louisiana."

(Order No. 2169, issued February 5, 1918, effective February 10, 1918.)

Rule No. 8.—Claims.

No demurrage charges shall be assessed under these rules for detention of cars through causes named below. If, through error, demurrage charges are assessed or collected under such conditions, they shall be promptly cancelled or refunded by the carrier.

Causes.

(a) Weather interference.

1. When the condition of the weather during the prescribed free time is such to make it impossible to employ men or teams in loading or unloading, or impossible to place freight in cars, or to move it from cars, without serious injury to the freight.

2. When shipments are frozen so as to prevent unloading during the prescribed free time, or when, because of high water or snowdrifts, it is impossible to get to cars for loading or unloading during the prescribed free time.

(b) Bunching.

1. **Cars for Loading.**—When, by reason of delay or irregularity of the carrier in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily orders, the shipper shall be allowed such free time for loading as he would have been entitled to had the cars been placed for loading as ordered.

2. **Cars for Unloading or Reconsigning.**—When, as a direct result of the act or neglect of carriers, cars destined for one consignee, at one point, and transported via the same route, are bunched in transit and delivered in accumulated numbers in excess of daily shipments, claim to be presented to the carrier's agent before the expiration of the free time. The consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment.

(c) Demand of overcharge.

When the carrier's agent demands the payment of transportation charges in excess of tariff authority.

(d) Delayed or improper notice by carrier.

Note.—When notice has been given in substantial compliance with the requirements as specified by the rules, the consignee shall not thereafter have the right to call in question the sufficiency of such notice unless within twenty-four hours after receiving the same he shall serve upon the delivering carrier a full written statement of his objections to the sufficiency of said notice.

(e) Railroad errors or omissions.

†Rule No. 9.—Average Agreement.

When a shipper or receiver enters into the following agreement, the charge for detention to cars, provided for by Rule 7, on all cars held for loading or unloading by such shipper or receiver, shall be computed on the basis of the average time of detention to all such cars during each calendar month, such average detention to be computed as follows:

(a) A credit of one day will be allowed for each car released within the first twenty-four hours of free time. A debit of one day will be charged for each twenty-four hours or fraction thereof that a car is detained beyond the first forty-eight hours of free time. In no case shall more than one day's credit be allowed on any one car, and in no case shall more than seven (7) days' credit be applied in cancellation of debits accruing on any one car.

(b) At the end of the calendar month the total number of days credited will be deducted from the total number of days debited, and \$1.00 per day charged for the remainder. If the credits equal or exceed the debits, no charge will be made for the detention of the cars, and no payment will be made to shippers or receivers on account of such excess of credits, nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.

(c) Credits earned on cars belonging to one class of equipment shall not be used in offsetting debits accruing on cars belonging to a different class of equipment. For the purpose of applying this provision cars shall be deemed to consist of two classes: (1) box cars, including refrigerator cars; (b) freight cars of all other description.

(d) A shipper or receiver who elects to take advantage of this average agreement shall not be entitled to cancellation or refund of demurrage charges under Sections "a" and "b" of Rule 8.

†Average agreement cancelled by Order No. 2165, January 8, 1918, to conform with order of the Director General of Railroads of the United States.

(e) A shipper or receiver who elects to take advantage of this average agreement may be required to give sufficient security to the carrier for the payment of balances against him at the end of each month.

AGREEMENT.

To.....Railroad Company:

In accordance with the terms of Rule 9 of the.....
Car Service Association, reading as follows:

Average Agreement.

When a shipper or receiver enters into the following agreement the charge for detention of cars, provided for by Rule 7, on all cars held for loading or unloading by such shipper or receiver, shall be computed on the basis of the average time of detention to all such cars during each calendar month, such average detention to be computed as follows:

(a) A credit of one day will be allowed on each car released within the first twenty-four hours of free time. A debit of one day will be charged for each twenty-four hours or fraction thereof that a car is

detained beyond the first forty-eight hours of free time. In no case shall more than one day's credit be allowed on any one car, and in no case shall more than five (5) days' credit be applied in cancellation of debits accruing on any one car. When a car has accrued five (5) debits, the charge provided for by Section Second will be made for all subsequent detention, including Sundays and holidays.

(b) At the end of the calendar month the total number of days' credit will be deducted from the total number of days debited, and \$2.00 per day charged for the remainder. If the credits equal or exceed the debits, no charge will be made for the detention of the cars, and no payment will be made to shippers or receivers on account of such excess of credits, nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.

(c) A shipper or receiver who elects to take advantage of this average agreement shall not be entitled to cancellation or refund of demurrage charges under Sections "a" and "d" of Rule 8.

(d) A shipper or receiver who elects to take advantage of this average agreement may be required to give sufficient security to the carrier for the payment of balances against him at the end of each month.

I (or we) do expressly agree with the above-named railroad company that I (or we) will make prompt payment of all car service charges accruing in accordance with such rule during the continuance of this agreement on cars held for loading or unloading by me (or us) or on my (or our) account at.....Station of the above-named railroad company. This agreement is to take effect, 19...., and to continue until terminated by thirty days' written notice to the railroad company.

Approved and accepted by and on behalf of the above-named railroad company by.....

It is further

ORDERED, That the foregoing demurrage rules shall become effective on May 1, 1910, when all other orders, rules and regulations in conflict will be cancelled. (See foot note, page 53.)

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, January 22, 1918.

Commissioners:

SHELBY TAYLOR, Chairman;
JOHN T. MICHEL,
HUEY P. LONG.

(Seal)

HENRY JASTREMSKI, Secretary.

APPENDIX B.

ORDERS

ISSUED BY THE

Railroad Commission of Louisiana

During the Year Ending December 31

1918.

ORDERS ISSUED BY THE
Railroad Commission of Louisiana
During the Year Ending December 31, 1818.

Order No. 2164.

(Amending and modifying Orders Nos. 2067, 2116 and 2163.)

Lake Charles Rice Milling Company of Louisiana

vs.

No. 2367.

Louisiana Western Railroad Company, et al.

**In the Matter of Rates on Rice Between Points in Louisiana, and
Transit Arrangements.**

In further consideration of the record in this case, and in view of the fact that the Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company are not in any manner interested in the milling-in-transit rates on rice, as provided by the Commission's Order No. 2116, reinstating its Order No. 2067, and, in view of the fact that there is no rice mill located on either of said railroads, and therefore the milling-in-transit rates and privileges established thereunder cannot be used, and, in further view of the fact that in the absence of milling-in-transit rates and privileges on the said railroads, the rates previously in effect applying without the milling-in-transit privileges are considered reasonable and just rates for the transportation of clean and rough rice between points in the State of Louisiana; now, therefore, it is

ORDERED, That Order No. 2116, reinstating Order No. 2067, be, and the same is hereby, amended and modified so as not to apply to either the Yazoo & Mississippi Valley Railroad Company or the Illinois Central Railroad Company, and as to the said Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company the said orders are hereby rescinded, annulled and cancelled, and the rates on rough and clean rice applying on the said railroads between points within the State of Louisiana prior to the effective date of the said Order No. 2116 are hereby reinstated and made effective from the date when such rates were cancelled. It is further

ORDERED, That this order is issued without prejudice to the case now pending in the Twenty-second Judicial District Court, Parish of East Baton Rouge, State of Louisiana, entitled Empire Rice Milling

Company, et al., vs. Railroad Commission of Louisiana, No. 4546 on the docket of the said court, except in so far as the order in contest in said suit affects the said Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, January 8, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2165.

(Amending Orders Nos. 1131 and 2126.)

Re-adjustment of Demurrage Charges.

The emergency brought to our attention by the Director General of Railroads of the United States necessitates co-operation on the part of all to aid in utilizing to their utmost efficiency the freight cars of the various railroads and to relieve the congestion of freight cars at terminals. We, therefore, deem it proper at this time to amend and modify the Car Service and Demurrage Rules in effect in the State of Louisiana so as to conform with the order of Director General of Railroads McAdoo, of date January 7, 1918, of which we have received telegraphic official notice.

To the end, therefore, that the Demurrage and Car Service Rules in effect in the State of Louisiana may so conform and in aid in improving the constantly increasing car shortage, so as to more effectively carry on the war, it is, as an emergency,

ORDERED, That Rule No. 7 of Order No. 1131, dated March 23, 1910, as amended by Order No. 2126, of date September 11, 1917, be further modified and amended so as to provide as follows:

Rule No. 7—Demurrage Charges.

After the expiration of the free time allowed, the following charges per car per day, or fraction of a day, will be made until the car is released:

For the first day	\$ 3.00
For the second day	4.00
For the third day	5.00
For the fourth day	6.00
For the fifth day	7.00
For the sixth day	8.00
For the seventh day	9.00
For the eighth day, and each succeeding day..	10.00

Effective January 21, 1918, when all orders, rules, regulations or rates in conflict shall become cancelled.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, January 8, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2166.

Rules and Regulations and Mode of Procedure.

Order No. 2167.

(Cancelling and Rescinding Order No. 2162.)

Geo. B. Matthews & Sons

vs.

No. 2715.

Trans-Mississippi Terminal Railroad Company.

**In re Inclusion of Amesville or Marrero in Exception in Tariffs with
Respect to Non-Assessment of Service Charge Between
Gretna, Harvey, and New Orleans.**

Trans-Mississippi Terminal Railroad Company, and
Morgan's Louisiana & Texas Railroad & Steamship Company,
ex parte.

No. 2719.

**In re Elimination of Exception in Tariff Respecting Switch Movements
Between Gretna, Harvey, and New Orleans.**

ON REHEARING.

On December 19th, 1917, this Commission issued its Order No. 2162, which required the Trans-Mississippi Terminal Railroad Company and the Morgan's Louisiana & Texas Railroad & Steamship Company to include Amesville in the exception now carried in their tariffs respecting the non-assessment of service charges of \$3.00 per car for cars furnished for switching movements between Gretna, Harvey and New Orleans.

Upon proper application by the above named companies, the Commission granted a rehearing, and the cases were, in accordance therewith, taken up on rehearing at a session held in New Orleans on Tuesday, January 22nd, 1918.

Proper representatives of all interested parties in these cases advised the Commission that an adjustment of all differences had been

arrived at, and the agreement reached having met with the approval of the Commission.

It is, therefore,

ORDERED, That Order Number 2162, issued December 19th, 1917, be, and the same is hereby, cancelled and rescinded.

It is further

ORDERED, That the application of the Trans-Mississippi Terminal Railroad Company and the Morgan's Louisiana & Texas Railroad & Steamship Company for authority to eliminate the exceptions in tariffs providing for the non-assessment of a charge for furnishing a car at Harvey and Gretna, Louisiana, for switching movement to New Orleans, be and the same is hereby granted.

It is further

ORDERED, That the application of Geo. B. Matthews & Sons for the inclusion of Amesville, or Marrero, in the exception in tariffs of the Trans-Mississippi Terminal Railroad Company, and the Morgan's Louisiana & Texas Railroad & Steamship Company, with respect to the non-assessment of service charge between Gretna, Harvey and New Orleans, be, and the same is hereby, denied, and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 1, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2168.

Geo. B. Matthews & Sons

vs.

No. 2731.

The Trans-Mississippi Terminal Railroad Company.

In re Switching Charge Between Marrero and New Orleans.

Considering the agreement arrived at in Cases 2715 and No. 2719, it is

ORDERED, That the application of George B. Matthews & Sons for the reduction by the Trans-Mississippi Terminal Railroad Company of its switching charge from Marrero, Louisiana, to New Orleans, Louisiana, from Eight Dollars (\$8.00) per car to Five Dollars (\$5.00) per car be, and the same is hereby, granted, and the Trans-Mississippi Terminal Railroad Company be, and it is hereby commanded and required to readjust its tariffs, so as to provide a charge of Five Dollars (\$5.00) per car for switching between Marrero, Louisiana, and the depots and

tracks of the Trans-Mississippi Terminal Railroad Company at New Orleans, Louisiana; provided, however, that this order shall not be construed as in any way affecting the right of the Trans-Mississippi Terminal Railroad Company to assess and collect a charge of Three Dollars (\$3.00) per car for furnishing a car, under the provisions of Order No. 1921 of the Railroad Commission of Louisiana.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 1, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

(Seal.)

Attest: A true copy.

JOHN T. MICHEL.

HENRY JASTREMSKI,
Secretary.

Order No. 2169.

Readjustment of Demurrage Charges.

In consideration of Order No. 7, of the Director General of Railroads of the United States, changing the demurrage rules, regulations and charges applicable on railroads subject to his jurisdiction and control, it is

ORDERED, That all railroads in the State of Louisiana subject to the jurisdiction and control of the Railroad Commission of Louisiana, be, and they are hereby, authorized to publish and apply on Louisiana intrastate traffic the same demurrage rules, regulations and charges as apply to intrastate traffic, as follows:

- A—(1) Forty-eight hours (two days) free time for loading or unloading on all commodities.
- (2) Twenty-four hours (one day) free time on cars held for any other purpose permitted by tariffs.
- B That the average agreement rule per permitted, but that it apply solely to cars held for unloading.
- C That under the average rule the number of days in which debits accrue be made four instead of five.
- D That the demurrage charge on all cars, after the expiration of the free time allowed, be \$3.00 for each of the first four days, \$6.00 for each of the next three days, and \$10.00 for each succeeding day.
- E That the bunching rule be reinstated, with the following change in paragraph 2:

Cars for Unloading or Reconsigning.—When, as the result of the act or neglect of any carrier, cars originating at the same point or at intermediate points moving via the

same route and destined for one consignee, at one point, are bunched at originating point, in transit, or at destination, and delivered by the carrier in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time delivered in accordance with the daily rate of shipment. Claim to be presented to carriers' agent within fifteen (15) days.

These charges will supersede all those named in any existing tariffs applicable to carload freight except:

1. Cars loaded with live stock.
2. Empty private cars stored on railroad or private tracks; provided such cars have not been placed or tendered for loading on the orders of a shipper.

and specifically contemplate the cancellation of all conflicting provisions of existing tariffs.

It is further

ORDERED, That all rules, regulations and charges affecting demurrage or car service on the State of Louisiana, in conflict herewith, and specially Order No. 2165 of January 8th, 1918, be, and the are hereby, cancelled.

It is further

ORDERED, That the said rules, regulations and charges may be made effective on February 10th, 1918.

It is further

ORDERED, That this Order, and rules, regulations and charges herein set forth, shall not affect any subsequent proceedings relative thereto, and the tariffs filed in conformity herewith shall contain the following notation:

"Issued under special authority of the Railroad Commission of Louisiana, Order No. 2169, without formal hearing, in conformity with Order No. 7 of the Director General of Railroads of the United States, and without prejudice or effect upon any complaints which may be filed with the Railroad Commission of Louisiana, or subsequent proceedings relative to car service or demurrage in the State of Louisiana."
BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 9, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2170.

J. W. Burnett, et al.,

vs.

No. 2596.

Pontchartrain Railroad Company.

Violation of Rule 48-A, Relative to Step Boxes on Passenger Trains.

This is a complaint filed by J. W. Burnett and others against the Pontchartrain Railroad Company, alleging that the failure of defendant company to properly provide step boxes on passenger trains had resulted in an accident. It is, however, only with the alleged failure of the carrier to comply with the Commission's rule with which this Commission is interested.

Complainant requested that the case be assigned for hearing at a session of the Commission to be held in New Orleans, and, in accordance therewith, the case was called in that city on Tuesday, January 22, 1918.

Due notice was given to all interested parties of the assignment of this case, the defendant company appearing through its counsel and superintendent. The complainant did not appear, nor was he represented.

Considering the statements made by counsel and superintendent of the defendant company, and for good and sufficient reasons, it is, therefore,

Ordered, That the proceedings in this case be, and the same are, hereby discontinued and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 19, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2171.

Railroad Commission of Louisiana

vs.

No. 2615.

Pontchartrain Railroad Company.

Violation of Rules relative to Filing Monthly Accident Report.

This proceeding was instituted by the Commission on complaint filed by J. W. Burnett, of New Orleans, alleging that an accident had occurred on the line of the Pontchartrain Railroad by reason of the alleged failure of that company to provide step boxes for passenger trains, and which alleged accident the defendant carrier failed to report to this Commission.

The case was assigned for hearing at New Orleans, on January 22nd, 1918. The defendant company was represented through its counsel and superintendent.

In view of the evidence given and for good and sufficient reasons, it is, therefore,

ORDERED, That the proceedings in this case be, and the same are hereby, discontinued, and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 19, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2172.

Liberty Oil Company

vs.

No. 2709.

Texas Pipe Line Company.

In re Transportation of Oil Between Points in Louisiana and Rules and Regulations Relating Thereto.

On motion of the plaintiff in this case, it is

ORDERED, That the proceedings herein be discontinued and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 19, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2173.

Kansas City Southern Railway Company,

ex parte.

No. 2728.

Discontinuance of Juanita as Flag Stop.

The Kansas City Southern Railway Company has made application

to the Commission for authority to cease stopping trains on flag at Juanita, Louisiana, for the reason that the Sabine Tram Company formerly located at that point, is no longer operated, and the United States Postoffice Department has ceased to order mails put off at said point, and for the further reason that the income received at Juanita is too small to justify its continuance as a flag stop.

The matter was taken up by the Commission at a session held in New Orleans on January 22nd, 1918, and the Commission is of the opinion that for the reasons given in the petition, and on account of the dispatch of business and service to the public, the stop should be cancelled, no hardship being worked on those living in the vicinity, on account of the other stations in close proximity furnishing ample accommodations.

It is, therefore,

ORDERED That the application of the Kansas City Southern Railway Company for authority to cease stopping its trains on flag at Juanita, a station on its line in Louisiana, be, and the same is hereby, granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 19, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2174.

Citizens of Forest

vs.

No. 2723.

Western Union Telegraph Company, and
Missouri Pacific Railroad Company.

In re Telegraph Service in Station at Forest.

At a session held in New Orleans on Tuesday, January 22nd, 1918, the Commission took up for hearing and consideration the petition of the business houses and individuals of the town of Forest, relative to the installation of telegraph service at that point.

The matter was taken under advisement by the Commission, but in the meantime the Commission was notified that the prayer of the petitioners had been complied with and the service desired installed on the 14th instant.

The premises considered, it is

ORDERED. That the proceedings in this case be discontinued and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 19, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2175.

The Texas & Pacific Railway, ex parte.

No. 2733.

In re Rearrangement of Train Service Between Alexandria and New Orleans.

J. L. Lancaster and Pearl Wight, Receivers of the Texas & Pacific Railway, have made application for the Commission for authority to make changes in the operation and schedule of certain passenger trains.

Train No. 28 now leaves Alexandria at 7 a. m., and arrives at New Orleans at 3:15 p. m.; train No. 24 leaves Alexandria at 10:40 a. m. and arrives at New Orleans at 6:30 p. m.

It is proposed to hold No. 28 at Addis from 11:50 a. m. (noon), its arriving time from Alexandria, until 6:00 or 6:30 the next morning, at which hour this same train will be operated to New Orleans from Addis.

Under the proposed arrangement those passengers who leave Alexandria and way stations in the early morning destined for New Orleans will, of necessity, be forced to wait at Addis for several hours, or until the arrival of No. 24.

The Commission believes that the infliction of a forced wait of three or more hours on passengers at Addis, considering its facilities, would be an unreasonable inconvenience and hardship. The additional service that the arrangement would give between Addis and New Orleans would not compensate for the inconvenience resulting in the holdover at Addis.

The premises considered, it is

ORDERED, That the application of the Texas & Pacific Railway to terminate train No. 28, east bound, at Addis, said train to lay over at

that point until 6:00 or 6:30 the next morning, and then proceed to New Orleans, be, and the same is hereby, denied, and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 19, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2176.

H. U. Millsaps

vs.

No. 2702.

Vicksburg, Shreveport & Pacific Railway Company.

In re Freight and Passenger Facilities at Crew Lake.

This proceeding was instituted upon receipt of petition filed by Mr. H. U. Millsaps, of West Monroe, requesting that the Commission investigate conditions at Crew Lake, at which locality he and his family have large financial interests. The petition requests the Commission to require the Vicksburg, Shreveport & Pacific Railway Company to erect and maintain a depot and install therein an agent, in order to properly take care of the interests of the patrons of the road at Crew Lake.

The matter was taken up by the Commission at a session held in Baton Rouge on Wednesday, November 21, 1917, interested parties having previously been duly notified.

In the year 1915, petition was filed with the Commission requesting that freight and passenger accommodations be provided at Crew Lake, but the Commission, by its Order No. 1949, dismissed the proceeding, it having been shown that facilities satisfactory to all interested parties would be installed in due time. Such satisfactory facilities have not been installed, hence the present complaint.

Crew Lake is an important station on the Vicksburg, Shreveport & Pacific Railway, and the present necessity demands proper freight and passenger facilities. The facilities provided are not adequate and there should be erected, without delay, a substantial freight and pas-

senger shelter, with enclosed freight room so arranged as to be kept under lock and key.

It is, therefore,

ORDERED, That within ninety days from the date of this Order, the Vicksburg, Shreveport & Pacific Railway Company be, and it is hereby commanded and required, to erect at Crew Lake, Louisiana, a substantial freight and passenger depot, with enclosed freight room, so arranged as to be kept under lock and key. It is further

ORDERED, That the said Vicksburg, Shreveport & Pacific Railway Company be, and it is hereby commanded and required, within thirty (30) days from the date hereof, to submit to the Commission, for its approval, plans for the said freight and passenger depot, in accordance with customary standards.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 19, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2177.

Natchez, Urania & Ruston Railway Company,
ex parte.

No. 2741.

Application to Discontinue Certain Portion of Its Line.

The Natchez, Urania & Ruston Railway Company has made application to the Commission for authority to discontinue a portion of its line of railroad from McCartney, Louisiana, to Hinton, Louisiana, a distance of twelve miles, which stretch of railroad is now being used by the Urania Lumber Company as a logging railroad, it having been conditionally sold to the said lumber company, provided the authority of this Commission could be obtained for the discontinuance of same as a railroad and a common carrier.

The Natchez, Urania & Ruston Railway formerly extended from Urania to Hinton, but it has recently built a line of railroad from McCartney to Olla, connecting at that point with the Missouri Pacific Railroad, a distance of six and one-half miles, thus making the main line of this railroad extend from Urania to Olla.

The case was taken up by the Commission at a session held in Baton Rouge on Tuesday, February 19, 1918, all interested parties having been previously duly notified. It was shown by petitioner at the hearing that since the effective date of the decision of the Interstate

Commerce Commission in the "Tap Line" case, the Natchez, Urania & Ruston Railway Company has received no division out of the through freight rates, and has been forced on this account to make a connection with the Missouri Pacific Railroad at Olla. During the past twelve months no freight has been hauled for any one other than the lumber company over the track which it is desired to discontinue except one carload of household goods. No objection or protest has been filed with the Commission from parties living along the line of railroad which it is proposed to discontinue.

The premises considered, it is

ORDERED, That the application of the Natchez, Urania & Ruston Railway Company for authority to discontinue as a railroad and as a common carrier that portion of its line of railroad from McCasney, Louisiana, to Hinton, Louisiana, be and the same is hereby granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 19, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES,
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2178.

(Reaffirming Order 2158.)

Tremont & Gulf Railway Company, ex parte, No. 2714.
In re Application for Authority to Change Exclusive Passenger Trains
Nos. 1 and 2 to Mixed Trains.

On December 19th, 1917, the Commission issued its Order No. 2158, denying the application of the Tremont & Gulf Railway Company for authority to change exclusive passenger trains 1 and 2 to mixed trains.

The Tremont & Gulf Railway Company, alleging that war conditions had become more acute, made application in proper form for a rehearing, and the Commission, after due consideration, granted said application.

The case was, therefore, taken up on rehearing at a session held in New Orleans on January 22, 1918, and a full investigation made.

Numerously signed petitions of protest from a number of the communities affected were filed, and personal appearance entered.

The investigation in the present case failed to develop any facts or conditions which would warrant the Commission in making any modification of its Order No. 2158, of December 19th, 1917.

It is, therefore,

ORDERED, That Order No. 2158, of December 19th, 1917, denying the application of the Tremont & Gulf Railway Company for authority to change exclusive passenger trains Nos. 1 and 2 to mixed trains be and the same is hereby affirmed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 19, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2179.

Chicago, Rock Island & Pacific Railway Company,
ex parte.

No. 2734.

Discontinuance of Trains 633 and 634 Between El Dorado and Winnfield.

The Chicago, Rock Island & Pacific Railway Company has filed application with this Commission for authority to discontinue passenger trains 633 and 634 between El Dorado, Arkansas, and Winnfield, Louisiana. The company, in its petition, represents that on its Louisiana division it operates through passenger trains daily between Little Rock and Alexandria, and in addition it has operated in the past several years a short passenger train between El Dorado, Arkansas, and Winnfield, Louisiana, and it is this short passenger train which it is desired to discontinue or suspend.

The case was taken up by the Commission at a session held in New Orleans, on Tuesday, January 22, 1918, and a full investigation made.

Numerously signed petitions of protest from a number of the communities affected were filed with the Commission, and personal appearances entered. It developed at the hearing that the trains which it is desired to suspend are of more importance to the traveling public, and accommodate a greater number of people between El Dorado and Winnfield than the other passenger train of the Rock Island Company, running between Little Rock, Arkansas, and Alexandria, Louisiana.

This Commission is in thorough sympathy with this carrier and all others who are making efforts to curtail service that may be reasonably dispensed with during the present crisis, but in the present instance the application could not be granted without practically depriving the people along the line of their only service—passenger, mail and express.

Under the circumstances the Commission cannot at this time accede to the request of petition. It is, therefore,

ORDERED, That the application of the Chicago, Rock Island & Pacific Railway Company for authority to discontinue train 633, southbound, and train 634, northbound, between Junction City, Arkansas-Louisiana, and Winnfield, Louisiana, be and the same is hereby denied and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 19, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2180.

Louisiana & Arkansas Railway Company,
ex parte.

No. 2738.

In re Application to Discontinue Chevy Chase, Dayton, Sylvania, Fay and Paty as Freight and Passenger Stops; and Clifford, Stacey, and Moreau as Passenger Stops; and Moore as a Freight Stop.

The application of the Louisiana & Arkansas Railway Company for discontinuance of certain points as stations on its line in Louisiana was taken up by the Commission at a session held in Baton Rouge on Tuesday, February 19, 1918.

Attempts were made to notify interested parties at each of the points named, of the application of the company and the date fixed for the hearing. The company in its application states to the Commission that practically no business is done at these various points, and that in the interest of general traffic they should be eliminated.

From Clifford and Moore and Moreau petitions of protest have been received, and the Commission's information is that these points are of too much importance to be eliminated.

In this period of fuel shortage and heavy traffic it is recognized by the Commission that useless and unnecessary stops should not be forced on the carriers. Should it be shown at a later date that the conditions at any one or all of the stops contemplated in this application of the company are such as to require their re-instatement, this Commission will, on application from interested patrons of the company, again take this matter under consideration. It is therefore,

ORDERED, That the application of the Louisiana & Arkansas Railway Company for authority to discontinue Clifford, Moore and Moreau, points on its line in Louisiana, as flag stops, be and the same is hereby denied. It is further

ORDERED, That the application of the Louisiana & Arkansas

Railway Company for authority to discontinue Chevy Chase, Dayton, Sylvania, Fay and Paty as freight and passenger stops, and Stacey as a passenger stop, be and the same is hereby granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 19, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2181.

At a session of the Railroad Commission of Louisiana held in Baton Rouge on Tuesday, February 19, 1918,

Present:

Hon. Shelby Taylor, Chairman; Hon. B. A. Bridges and Hon. John T. Michel, Commissioners.

The Commission took up for further consideration the authority granted to the Louisiana Railway & Navigation Company on December 15, 1917, for the elimination of certain flag stops for its trains Nos. 3 and 4 on its line in Louisiana.

Having under consideration the conditions under which said authority was granted, and in view of the fact that protests have been filed with the Commission against the elimination of certain stations as flag stops for trains 3 and 4, it was decided to modify said authority in so far as it permitted the discontinuance of Paloma and Seigen as flag stops for these trains.

The premises considered, it is, therefore,

ORDERED, That the Louisiana Railway & Navigation Company be, and it is hereby, commanded and required to reinstate Paloma and Seigen as flag stops on its line in Louisiana for its trains No. 3 and No. 4.

Effective March 1, 1918.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 20, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2182.

Railroad Commission of Louisiana

vs.

No. 2742.

The Texas & Pacific Railway, and

J. L. Lancaster and Pearl Wight, Receivers.

In re Violation of Rule No. 18-B Relative to Branch Line Trains Waiting
for Connections.

On information received the Railroad Commission of Louisiana on February 6, 1918, issued a citation to the Texas & Pacific Railway and J. L. Lancaster and Pearl Wight, Receivers, to appear and show cause why a penalty should not be imposed upon that carrier and its receivers for failure to comply with the provisions of this Commission's Rule 18-B, which requires that branch line trains shall wait for main line connections.

The specific violation under consideration occurred on January 28th, 1918, when a Port Allen Branch train left Addis, Louisiana, fifteen minutes before the arrival of a main line train at that point, thus leaving about forty passengers at Addis with no connection.

The matter was taken up and heard by the Commission at a session held in Baton Rouge on Tuesday, February 19, 1918.

The representatives of the defendant railway admitted the violation of the rule in question, but pleaded in extenuation that the employee who permitted the violation had been severely disciplined, and that the measures taken would prevent a recurrence. It was also shown at the hearing that it was necessary for many of the passengers of the branch line train to make connection with the ferry at Port Allen for transfer to Baton Rouge, and it was believed that in permitting the branch line train to depart a greater number of passengers were being served than were being inconvenienced by the failure to wait for the main line train.

From the statements of the representatives of the railway a majority of the Commission is convinced that no willful violation of the Commission's rule was intended, and that the measures taken were sufficiently severe to prevent any repetition.

From the views of a majority of the Commission Chairman Taylor dissented.

The premises considered, it is, therefore,

ORDERED, That the proceedings in this case be, and the same are hereby, discontinued, and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 20, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2183.

Southport Mill, Limited,

vs.

No. 2717.

Chicago, Rock Island & Pacific Railway, et al.

**In re Rates on Cocoanut Cake and Meal and Palm Kernel Meal
and Cake on Louisiana Intrastate Traffic.**

The Southport Mill, Limited, has filed application with the Commission requesting that an order be issued requiring the railroads in Louisiana to apply on cocoanut cake and meal and palm kernel cake and meal the same rates as are now applicable on cotton seed meal and cake, velvet beans and cow peas.

The matter was taken up by the Commission at a session held in Baton Rouge on December 19, 1917, all interested parties having been duly notified.

The investigation developed the fact that palm kernel meal is the residue from palm kernel nuts, after the palm oil has been extracted, and is generally advertised as being of high feeding value. Exhibits filed by the defendant railroad companies, consisting of advertising literature circulated by dealers and handlers of the product in question, indicate that experiments have shown that more than ninety-five per cent of its food constituents are digestible and readily available for animal nutrition. The commodity is advertised as an excellent food for fattening cattle and hogs, and that army tests have indicated that palm kernel meal could replace a part of the oat ration with good results; and that it could be used for other concentrated foods in any proportion, in any ration; and that it is especially fitted to the needs of growing stock on account of its large protein content.

It follows, therefore, that palm kernel cake and meal and cocoanut cake and meal are in direct competition with the mixed stock foods now on the market, and should, therefore, take the stock food rate as now carried in the tariffs of the various railroads in Louisiana. It is, therefore,

ORDERED, That all railroads operating in the State of Louisiana be and they are hereby commanded and required to charge for the transportation of cocoanut cake and meal and palm kernel cake and meal, for transportation between points in Louisiana, the same rates as are now applied on mixed stock feeds between points in Louisiana.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 20, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2184.

Missouri Pacific Railroad Company,
ex parte.

No. 2746.

**In re Rules Governing Maximum Weight, Transfer of Overloaded
Cars and Charges Thereof.**

Having under consideration the application of the Missouri Pacific Railroad Company for authority to modify its rules governing maximum weights, transfer of overloaded cars and charges therefor, as applicable on Louisiana intrastate traffic on its railroad, and believing it to be to the interests of shippers to modify the said rules as suggested, it is, therefore,

ORDERED, That the Missouri Pacific Railroad Company be and it is hereby authorized and permitted to publish and apply on Louisiana intrastate traffic the rules governing maximum weights, transfer of overloaded cars and charges therefor, as carried in its Supplement 12 to Circular No. 114-D, Item 553-B; and to cancel all conflicting rules, regulations and orders.

Effective March 1, 1918.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 20, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2185.

(Modifying Orders Nos. 2152 and 2153.)

The Kansas City Southern Railway Company, ex parte.
and associated cases.

No. 2580

**In re Readjustment of Rates, Rules and Regulations on Cotton and
Cotton Linters from Points on Their Respective Lines
to New Orleans, Louisiana.**

Having under consideration the provisions of Orders Nos. 2152 and 2153, and especially the provisions in Order No. 2152 which provides for a maximum charge of 50 cents per bale on uncompressed and flat cotton, it is

ORDERED, That the provisions in Order No. 2152, reading as follows: "Ordered, That in no event shall any of the rates now in effect on uncompressed cotton and cotton linters on the lines of carriers parties to this proceeding be advanced more than 10 cents per 100 pounds, with a maximum of 50 cents per bale," be and the same is hereby recalled and rescinded.

It is further

ORDERED, That in no other respect are the orders above referred to modified by this proceeding.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 20, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.

B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2186.

New Orleans, Texas & Mexico Railway Company,
ex parte.

No. 2743.

In re Application for Authority to Establish Minimum Carload Weights
on Molasses in Tank Cars on Basis of 95% of Gallonage
Capacity of Tanks.

The New Orleans, Texas & Mexico Railway Company and the New Iberia & Northern Railroad Company filed application with the Commission for authority to establish minimum carload weights on molasses in tank cars on the basis of 95% of the gallonage capacity of tanks. The application was taken up by the Commission at a session held in Baton Rouge on Wednesday, February 20th, 1918, all interested parties having been previously duly notified.

This Commission, by its Order No. 2148, issued November 22nd, 1917, after due investigation, granted this authority to the Illinois Central Railroad Company, the Louisiana Railway & Navigation Company, the Morgan's Louisiana & Texas Railroad & Steamship Company, and the Yazoo & Mississippi Valley Railroad Company.

Practically all of the molasses handled by the New Iberia & Northern Railroad Company and the New Orleans, Texas & Mexico Railway Company is competitive with the Morgan's Louisiana & Texas Railroad & Steamship Company.

As was stated in its Order No. 2148, this Commission knows of no good reason why the minimum on black strap molasses should be 10% less than the marked capacity of the tank, and the minimum on molasses other than black strap on the basis of the marked capacity of the car. It is but fair that there should be a uniform minimum on molasses of all grades. The minimum of 95% of the gallonage capacity of the tank on low grade black strap molasses, as well as on molasses N. O. S., is satisfactory to the important molasses interests, and the Commission will grant the authority asked for. It is, therefore,

ORDERED, That the New Orleans, Texas & Mexico Railway Com-

pany and the New Iberia & Northern Railroad Company be, and are hereby, granted authority to establish minimum carload weights on molasses in tank cars on the basis of 95% of the gallonage capacity of tanks, not to exceed the weight carrying capacity of the car.

All rules, regulations, rates and orders in conflict herewith are hereby cancelled when this order becomes effective.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 20, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2187.

The Texas & Pacific Railway,
ex parte.

No. 2730.

In re Amendment of Order No. 2153 Relative to Rates on Cotton and Cotton Linters from Eunice Branch Points to New Orleans.

On December 18, 1917, the Railroad Commission of Louisiana issued its Order No. 2153, reading, in part, as follows: "Ordered, That the rates from points on the Eunice Branch of the Texas & Pacific Railway, Eunice to Frith Spur, inclusive, to New Orleans, on cotton and cotton linters to be compressed in transit, the carrier to pay the cost of compressing not exceeding 10 cents per 100 pounds, be and the same are hereby made and established at 40 cents per 100 pounds, this being 10 cents higher than the rates on compressed cotton from Eunice, Louisiana, to New Orleans.

Upon due application by the Texas & Pacific Railway a rehearing as to this part of said order was granted, and consequently the matter was taken up by the Commission at a session held in Baton Rouge on Wednesday, February 20, 1918, all interested parties having been previously duly notified and present.

The Commission found no good reason for amending or modifying its Order No. 2153, insofar as the provisions prayed for by complainant are concerned. It is, therefore,

ORDERED, That the provisions of Order No. 2153 relative to rates on cotton and cotton linters from Eunice Branch points to New Orleans, reading as follows: "Ordered, That the rates from points on the Eunice Branch of the Texas & Pacific Railway, Eunice to Frith Spur, inclusive, to New Orleans, on cotton and cotton linters to be com-

pressed in transit, the carrier to pay the cost of compressing not exceeding 10 cents per 100 pounds, be and they are hereby made and established at 40 cents per 100 pounds, this being 10 cents higher than the rates on compressed cotton from Bunkie, Louisiana, to New Orleans," be and the same is hereby affirmed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 20, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2188.

Arkansas & Louisiana Midland Railway Company, et al.,
ex parte.

No. 2582.

**In re Application of Designated Lines for Authority for Readjustment
of Class and Commodity Rates Between Points in Louisiana
West of the Mississippi River and Between Points in
Louisiana West of the Mississippi River and
Mississippi River Crossings.**

Vicksburg, Shreveport & Pacific Railway Company,
ex parte.

No. 2588.

Readjustment of Class Rates Between Points on the Vicksburg, Shreveport & Pacific Railway in Louisiana.

In consideration of the remarks we have made in our tentative report in these cases, and believing that there is imperative need for readjustment of the live stock rates in Louisiana, and considering the rates as proposed by certain shippers in this case to be reasonable for application within the State of Louisiana between points west of the Mississippi River, and between Baton Rouge and New Orleans and points west of the Mississippi River, it is

ORDERED, That the following rates on live stock be, and they are hereby fixed and adopted as reasonable rates for the transportation of live stock between points on all railroads west of the Mississippi River, and between Baton Rouge and New Orleans and points west of the Mississippi River in the State of Louisiana:

DISTANCE.	Cattle; also hogs, sheep, or goats, in double deck cars, minimum carload, 22,000 pounds.	Hogs or calves, in single deck cars, minimum carload, 14,000 pounds.	Sheep or goats, in single deck cars, minimum carload, 12,000 pounds.
	Cents.	Cents.	Cents.
10 miles	5½	6½	7
15 miles	6	7	7¼
20 miles	6	7	7¼
25 miles	6	7	7¼
30 miles	6½	7½	8
35 miles	7	8	8¾
40 miles	7½	8½	9¼
45 miles	8	9¼	10
50 miles	8¾	10	11
55 miles	9	10¼	11¼
60 miles	9½	11	12
65 miles	10	11½	12½
70 miles	10½	12	13
75 miles	11	12½	13¾
80 miles	11½	13¼	14¼
85 miles	11¾	13¾	14½
90 miles	12	13¾	15
95 miles	12¼	14	15¼
100 miles	12½	14¼	15½
105 miles	12¾	14½	16
110 miles	13	15	16¼
115 miles	13¼	15¼	16½
120 miles	13½	15½	17
125 miles	13¾	15¾	17¼
130 miles	14	16	17½
135 miles	14¼	16¼	17¾
140 miles	14½	16¾	18
145 miles	14¾	17	18½
150 miles	15	17¼	18¾
155 miles	15¼	17½	19
160 miles	15½	17¾	19¼
165 miles	15¾	18	19¾
170 miles	16	18½	20
175 miles	16¼	18¾	20¼
180 miles	16½	19	20½
185 miles	16¾	19¼	21
190 miles	17	19½	21¼
195 miles	17¼	19¾	21½
200 miles	17½	20	22
210 miles	18	20¾	22¼

DISTANCE.	Cattle; also hogs, sheep, or goats, in double deck cars, minimum carload, 22,000 pounds.	Hogs or calves, in single deck cars, minimum carload, 17,000 pounds.	Sheep or goats, in single deck cars, minimum carload, 12,000 pounds.
	Cents.	Cents.	Cents.
220 miles	18½	21¼	23
230 miles	19	21¾	23½
240 miles	19½	22½	24¼
250 miles	20	23	25
260 miles	20½	23½	25½
270 miles and over	21	24¼	26¼

Note.—Two line rates will be 2½ cents per 100 pounds higher than shown above.

Rules and Regulations.

The following rules and regulations will govern on shipments of live stock moved under the above rates:

1. Cattle, sheep and goats may be stopped in direct line of transit to feed at feed lots in Louisiana at a charge of not less than \$10.00 per car, in addition to the through rates from point of origin to the market where such cattle, sheep and goats are sold; it being understood that the time of such stops shall not in any instance exceed 180 days, and further that the weight of outbound movement from feeding points to final destination shall not be in excess of that of the inbound movement to the feeding points.

Note.—When point at which stopover or feeding privileges is allowed is not in direct line of transit, shipments will be subjected to the through rate from point of origin to final destination, plus an additional charge of five (5) cents per car per mile, with minimum of \$10.00 per car for the additional service performed in getting shipment to feeding point, plus the stopover charge of \$10.00 per car.

2. Shipments forwarded after stop for feeding in transit privilege has been made, full local rate must be charged unless the shipments are moved out by the line carrying the business in, or unless forwarded by another company on transfer from originating line at established through rates and routes from point of origin to final destination.

3. It is not permissible to take up expense bills of other lines, nor use others lines' expense bills as transfers, except where through rates and routes are provided.

4. In making contracts with shippers for feeding in transit, such contracts shall require that same number of head shall be shipped out as are brought in (losses by death excepted).

5. Any excess in weight shipped from feeding point, over weight shipped in, will take current carload rate applicable per 100 pounds in effect from feeding point to final destination on date shipment is forwarded from feeding point.

6. Where live stock is concentrated at feeding point from any point where the through rate to the market is less than from the feeding point, the rate from such feeding point must be used plus the established charge for feeding.

7. All switching charges of other lines at transit station will be added to the through rate.

Minimum Weights.

LENGTH, Internal Measurement.		Cattle.	Hogs, Sheep or Goats Double Deck.	Hogs or Calves, Single Deck.	Sheep or Goats, Single Deck.
In cars 36 ft. 6 in. and under					
and not over 39 ft. 11 in..		22,000	22,000	17,000	12,000
In cars 40 ft. and over 39 ft.					
11 in.		24,200	24,200	18,700	15,000

Minimum weight on live stock in cars exceeding 40 feet in length will be on basis of 3 per cent of the 40-foot car minimum for each foot or fraction thereof in excess of 40 feet.

Destination weights will govern, provided they are not less than the minimum named above. Any excess over the established minimum weights will be charged for proportionately.

All rates, rules, regulations, orders or authorities in conflict herewith be and the same are hereby cancelled when this order becomes effective.

Effective April 1, 1918.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 28, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2139.

Arkansas & Louisiana Midland Railway Company, et al.,
ex parte.

No. 2582.

In re Application of Designated Lines for Authority for Readjustment
of Class and Commodity Rates Between Points in Louisiana
West of the Mississippi River and Between Points in
Louisiana West of the Mississippi River and
Mississippi River Crossings.

Vickburg, Shreveport & Pacific Railway Company,
ex parte.

No. 2588.

Readjustment of Class Rates Between Points on the Vicksburg, Shreveport & Pacific Railway in Louisiana.

In consideration of the views expressed in our tentative report on these cases, and considering it unnecessary to hold open any longer the adjustment of rates on cotton seed and cotton seed products in the State of Louisiana, we find that there is need for a readjustment as is affirmatively shown by the record, in the rates on Class "A" railroads, as to these commodities.

In our tentative report in these cases we announced that the rates set forth in our Order No. 1909 were reasonable for certain specific lines. Upon further consideration, however, we think it reasonable to apply this same scale of rates to all Class "A" railroads west of the Mississippi River, and it will be so ordered.

It is, therefore,

ORDERED, That the following be, and they are hereby, established as reasonable maximum single line rates for the transportation of cotton seed and cotton seed products, carloads, between points in Louisiana, located on Class "A" railroads, viz.:

Chicago, Rock Island & Pacific Railway Company; Gulf, Colorado & Santa Fe Railway Company; Houston & Shreveport Railroad Company; Kansas City Southern Railway Company; Iberia & Vermilion Railroad Company; Lake Charles & Northern Railroad Company; Louisiana Railway & Navigation Company; Louisiana Western Railroad Company; Missouri, Kansas & Texas Railway Company of Texas; Morgan's Louisiana & Texas Railroad & Steamship Company; New Iberia & Northern Railroad Company; New Orleans, Texas & Mexico Railway Company; Missouri Pacific Railroad Company; St. Louis Southwestern Railway Company; The Texas & Pacific Railway; Vicksburg, Shreveport & Pacific Railway Company.

Rates on Cotton Seed, Carloads.

(Minimum Weight 30,000 pounds.)

Distance—	Rates in cents per 100 pounds.
10 miles and less.....	3
15 miles and over 10 miles.....	4
25 miles and over 15 miles.....	5
40 miles and over 25 miles.....	6
50 miles and over 40 miles.....	7
60 miles and over 50 miles.....	7.5
70 miles and over 60 miles.....	8
80 miles and over 70 miles.....	8.5
90 miles and over 80 miles.....	9
100 miles and over 90 miles.....	10
120 miles and over 100 miles.....	11
140 miles and over 120 miles.....	12
160 miles and over 140 miles.....	13
180 miles and over 160 miles.....	13.5
200 miles and over 180 miles.....	14
220 miles and over 200 miles.....	14.5
Over 220 miles	15

Permanent shipments at the close of the season may be carried at the carload rates when the weights are not sufficient to make a carload.

Rates on Cotton Seed Products.

(Minimum weights as specified.)

Distance—	Cotton Seed Cake, Meal and Ashes,	Cotton Seed Hulls.	Cotton Seed Oil, Soap Stock and Tank Bottoms.
10 miles and under.....	5	5	5
15 miles and over 10 miles.....	5.5	5	5.5
20 miles and over 15 miles.....	6	5	6
30 miles and over 20 miles.....	7	5	7
40 miles and over 30 miles.....	7.5	5	7.5
50 miles and over 40 miles.....	8	5	8
60 miles and over 50 miles.....	8.5	5.5	8.5
80 miles and over 60 miles.....	9	6	9
100 miles and over 80 miles.....	10	6.5	11
120 miles and over 100 miles.....	11	7	12.5
140 miles and over 120 miles.....	12	7.5	13.5
160 miles and over 140 miles.....	13	8	15
180 miles and over 160 miles.....	13.5	8.5	16
200 miles and over 180 miles.....	14	9	17
220 miles and over 200 miles.....	14.5	9.5	18
240 miles and over 220 miles.....	15	10	18
260 miles and over 240 miles.....	16	10	18
280 miles and over 260 miles.....	17	10	18
Over 280 miles	17.5	10	18

It is further

ORDERED, That the maximum joint through rates on cotton seed shall be as follows:

15 cents per 100 pounds for a one-line haul.

17 cents per 100 pounds for a two-line haul.

20 cents per 100 pounds for a three or more line haul.

The maximum joint through rates on cotton seed products shall be:

	Cotton Seed Cake, Meal and Ashes.	Cotton Seed Hulls.	Cotton Seed Oil, Soap Stock and Tank Bottoms.
For a two-line haul.....	20	12	22
For a three or more line haul.....	22.5	15	25

It is further

ORDERED, That the above rates shall apply as follows:

Cotton Seed—Straight carloads.

Cotton Seed Cake and Meal—Straight or mixed carloads.

Cotton Seed Ashes—Straight carloads.

Cotton Seed Hulls—Straight carloads.

Cotton Seed Oil and Tank Bottoms (in barrels)—Straight or mixed carloads.

On mixed shipments of cotton seed cake or meal, and cotton seed hulls, the carload rate on cotton seed cake and meal will apply.

Minimum Weight of Carload Shipments.

Cake and meal, in bags, or loose..... 30,000 pounds

Hulls. 24,000 pounds

Oil and tank bottoms (in barrels)..... 30,000 pounds

In tank cars full capacity of tank in gallons multiplied by 7.5 pounds per gallon.

One remnant shipment of cotton seed oil, soap stock or tank bottoms may be handled each season from each mill at the carload rate, subject to minimum weight of 24,000 pounds.

All rates, rules, regulations, orders or authorities in conflict herewith are hereby cancelled when this order becomes effective. Effective April 1, 1918.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, February 28, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.

B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2190.

Prairie Hayes Telephone Company, ex parte.

No. 2727.

Application for Authority to Advance Telephone Rates.

This is an application filed with the Commission by the Prairie Hayes Telephone Company for authority to advance its telephone charges for residence and business service.

The Prairie Hayes Telephone Company operates in the vicinity of Church Point, Louisiana, and Coe, Louisiana. It has in operation about one hundred and twenty telephone stations in the territory in which it operates. Its present charges for residence service and business service are \$1.25 per month and \$1.75 per month, respectively. It asks authority to charge \$1.75 per month for residence service and \$2.50 per month for business service.

The company in its application sets forth that the cost to it of materials and labor have advanced to such an extent that it finds it impossible to continue to operate under its present tariff. In a sworn statement filed with the Commission the company alleges, as an example, a net deficit for the month of December, 1917, of \$7.40.

This Commission is cognizant of the advance in materials entering into the construction and operation of telephone lines. Protest against this advance has been filed by subscribers at Church Point. This protest goes more to the unsatisfactory quality of the service rendered by the applicant company than to the proposed advance in rates. On the financial showing of the company it is apparent that there can be no improvement in service until adequate revenue is obtained. It is the opinion of the Commission that the advances asked should be granted. The Commission will not tolerate the unsatisfactory service complained of by the protestants, and with the increases in rates granted in this order satisfactory service must ensue.

The premises considered, it is, therefore,

ORDERED. That the application of the Prairie Hayes Telephone Company for authority to increase its rates from \$1.25 per month to \$1.75 per month for residence telephones, and from \$1.75 to \$2.50 per month for business telephones be, and the same is hereby, granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, March 19, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2191.

Citizens of Seigen

vs. ,

No. 2732.

Louisiana Railway & Navigation Company.

In re Stopping Trains 3 and 4 on Flag at Seigen.

This is an application filed with this Commission by citizens of Seigen and vicinity to require the Louisiana Railway & Navigation Company to re-establish Seigen, Louisiana, as a flag station on its line for trains Nos. 3 and 4.

In view of the provisions of our Order No. 2181, issued March 1, 1918, wherein authority for the discontinuance of Seigen as a flag stop was revoked, and said point ordered reinstated as a flag stop, further proceedings in this case are unnecessary.

It is, therefore,

ORDERED, That the proceedings in this case be, and they are hereby, discontinued, and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, March 19, 1918.

BY ORDER OF THE COMMISSION.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2192.

Louisiana Railway & Navigation Company,

ex parte.

No. 2729.

In re Removal of Spur Track at Zimmer and Discontinuance of That Point for Receipt and Delivery of Freight and Passengers.

The Louisiana Railway & Navigation Company has made application to the Commission for authority to remove the spur track at Zimmer, Louisiana, located at mile post 166.4, and also to abandon that point for the receipt and delivery of freight and passenger traffic.

The matter was taken up by the Commission at a session held in Baton Rouge, on March 19, 1918. The investigation developed the fact that the amount of business done at Zimmer is not sufficient to warrant the company in continuing the facilities, the rails and fastenings being in need for use in more important points. No objection has been filed to the granting of the company's application.

It is, therefore,

ORDERED, That the application of the Louisiana Railway & Navigation Company for authority to remove the spur track at Zimmer,

Louisiana, located at mile post 166.4, and also to abandon that point for the receipt and delivery of freight and passenger traffic, be and the same is hereby granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, March 19, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2193.

Louisiana & Arkansas Railway Company,
ex parte.

No. 2748.

In re Discontinuance of Tensas Spur as a Freight Stop.

The Louisiana & Arkansas Railway Company has made application to the Commission for authority to abolish Tensas Spur, which is now shown in their tariffs as a station for prepay freight. The spur track at this point was removed before this company took over the Black River Branch of the Missouri Pacific Railroad.

The matter was taken up by the Commission at a session held in Baton Rouge on Tuesday, March 19, 1918.

The investigation developed that a negligible number of shipments have been handled to and from this point, and the necessity for a continuation of the stop is not apparent.

The premises considered, it is

ORDERED, That the Louisiana & Arkansas Railway Company be and it is hereby authorized to discontinue Tensas Spur as a prepay freight station on its line in Louisiana.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, March 19, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2194.

The Missouri Pacific Railroad Company, ex parte.

No. 2751.

**In re Application for Authority to Discontinue Trains Nos. 147 and 148
Between Eudora and Lake Providence.**

The Missouri Pacific Railroad Company has made application to this Commission for authority to discontinue its trains Nos. 147 and 148, running between Lake Providence and Eudora.

In its application the company states that this action is taken with the full knowledge and approval of the residents of Lake Providence and vicinity, who have advised the officials of the company that the trains under consideration are of no service to the public.

These trains have been kept in operation for the convenience and accommodation of the people of Lake Providence and surrounding territory.

An investigation into the company's application was made by the Commission at a session held in Baton Rouge on Tuesday, March 19th, 1918, and it developed that the discontinuance of these trains will work no hardship.

It is, therefore,

ORDERED, That the application of the Missouri Pacific Railroad Company for authority to discontinue its trains Nos. 147 and 148 between Eudora and Lake Providence be, and the same is hereby, granted.

Effective March 24, 1918.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, March 19, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES,

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2195.

At a general session of the Railroad Commission of Louisiana, held in Baton Rouge, Louisiana, on March 19, 1918—present, Shelby Taylor, Chairman; B. A. Bridges, Commissioner, and John T. Michel, Commissioner—the question of demurrage charges to be applied between January 21, 1918, and February 10, 1918, the effective date of Orders Nos. 2165 and 2168, was considered.

The sole purpose of the issuance of the orders covering demurrage charges by the Railroad Commission of Louisiana was to align the intrastate demurrage charges with those prescribed in the Director General's orders, and inasmuch as the tariffs filed under the Director General's Order No. 3 were rejected by the Interstate Commerce Com-

mission, and as the rates named therein never became effective on interstate traffic, Order No. 2165 of this Commission, made to conform with the Director General's order, if applied, would have caused unjust discrimination against intrastate business.

Some carriers have manifested a willingness to deal equitably with the shippers by refusing to collect, or by refunding demurrage charges named in Order No. 2165. Others have declined to do so.

In view of the orders of the Director General of Railroads of the United States, modifying the effective date on which the changed demurrage rates and rules shall have become effective, this Commission's Order No. 2165 is declared unreasonable, unjust and unjustly discriminatory during the period from January 21, 1918, to February 10, 1918, in which period the demurrage rates and rules as in effect prior to January 21, 1918, were reasonable and just rates, and higher rates demanded and collected by the carriers in the period mentioned were unreasonable and unjust.

The premises considered, it is

ORDERED, That Order No. 2165, naming demurrage rates in Louisiana on intrastate traffic, to harmonize with the interstate rates and rules proposed by the Director General, which never became effective, was unreasonable and unjust and unjustly discriminatory; and any charges assessed on that basis between January 21, 1918, and February 10, 1918, should be refunded to the basis of the charges as published in tariffs in effect on January 20, 1918.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, March 20, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2196.

Morgan's Louisiana & Texas Railroad & Steamship Company,
et al., ex parte.

No. 2745.

In re Adoption of Western Classification No. 55 for
Louisiana Intrastate Traffic.

The application filed by the railroads in Louisiana operating in Western Classification territory for authority to apply Western Classification No. 55, and Supplement No. 1 thereto, on Louisiana intrastate business was, after due notice and previous assignment, taken up for hearing and investigation at a session of the Commission held in Baton Rouge on Wednesday, March 20, 1918. Representatives of several commercial organizations in the state and the duly authorized representa-

tives of the railroads were present and participated in the hearing.

The large number of changes in the proposed classification, it was shown, were brought about by the working into it of recommendations by the Committee on Uniform Classification. If there is an item in the classification which causes an unreasonable freight rate to be assessed upon a particular commodity, the shippers always have their remedy. The Commission is open at all times to receive complaints against unreasonable classifications or charges, and while it may follow that some items will be advanced by the adoption of Western Classification No. 55 applicable to Louisiana intrastate business, this Commission does not feel that it can deny to the shipping public the advantages which it will receive from the reductions contained in the new classification. Any advance which affects the interest of the Louisiana shippers can be made the subject of a complaint, and an immediate investigation will follow, with the assurance that if the complaint is well founded the classification upon the particular commodity will be changed.

With the understanding that the classification is adopted to be used without prejudice to any interest in the state, it is, therefore,

ORDERED, That the railroads operating in the State of Louisiana in Western Classification Territory, be and they are hereby authorized to use Western Classification No. 55, and Supplement No. 1 thereto. This authority is granted without prejudice to anyone desiring to make complaint against any specific items or rules in said classification. It is further

ORDERED, That all exceptions made by this Commission in its orders or decisions as to previous issues of the Western Classification shall apply to Western Classification No. 55.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, March 20, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2197.

Louisiana Western Railroad Company,
ex parte.

No. 2690.

**Application to Remove Mermentau Warehouse Track, Near
Mermentau, Mile Post 179.4.**

Application has been made for authority to remove the spur track known as the Mermentau Warehouse Company track, located at Mermentau, mile post 179.4, main line of the Louisiana Western Railroad Company.

During the year 1901 the Louisiana Western Railroad Company constructed this spur for the purpose of serving a warehouse at Mermentau. Since that time, or a little more than a year ago, the property was transferred to the Mermentau Warehouse Company, represented by Mr. W. E. Lawson, of Crowley. It is alleged by the railroad company that the warehouse company has refused to execute a contract agreement to cover the use of the said spur, notwithstanding that repeated efforts were made on the part of the railroad company to have this contract executed.

The Mermentau Warehouse Company has filed with the Commission protest against the granting of the application to remove the track.

The case was taken up by the Commission at a session held on November 20, 1917, and a full investigation made.

As has been previously said, the spur track in question was constructed more than ten years ago by the Louisiana Western Railroad Company for the purpose of serving an industry. It has been used continuously by the general public for shipping and receiving freight. The original rice warehouse which was constructed when the spur was first built was destroyed by fire some years ago, but the spur was allowed to remain, still being used as a railroad facility for serving the public.

About three years ago the present warehouse company bought the land adjacent to the track from the original owners and constructed a new warehouse, in order to avail themselves of the spur track facilities at that point. The spur is located and is entirely situated on the right of way of the Louisiana Western Railroad Company. It was originally constructed by and at the expense of the Louisiana Western Railroad Company and has at all times been maintained by that company.

While the Louisiana Western Railroad Company has filed application with the Commission for authority to discontinue and remove the spur track, the real purpose of the application, as is suggested by the applicant company, is to require the Mermentau Warehouse Company to sign a contract to maintain the spur and to assume certain risks. This the Mermentau Warehouse Company is unwilling to do.

We can see no justice in the railroad company's proposition. This spur was built by and has been maintained at its own expense for more than ten years and is a part of the railroad system. It is in every sense a public spur, subject to use by the public, the Mermentau Warehouse Company having no greater right thereto than any other shipper or receiver of freight, and no apparent reason exists why one shipper should be compelled at this time to pay for the maintenance of the spur when this has never been exacted in the past of any other shipper.

The premises considered, it is

ORDERED, That the application of the Louisiana Western Railroad Company for authority to discontinue and remove the spur track known

as Mermentau Warehouse Company track, located at Mermentau, Louisiana, mile post 179.4, be and the same is hereby denied and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, April 16, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2198.

Railroad Commission of Louisiana

vs.

No. 2470.

Railroads.

**In re Separate Smoking Compartments or Coaches and Separate Toilets
for the Sexes for Colored People on Passenger
Trains in Louisiana.**

Having under further consideration the record in Case 2470, and Order No. 2137, issued in connection therewith on October 25, 1917, and effective May 1, 1918, for good and sufficient reasons shown, it is

ORDERED, That Rule No. 49 of the Rules and Regulations of the Commission be, and the same is hereby, amended, and, as amended, so as to read as follows:

"All railroads operating in the State of Louisiana carrying passengers in their coaches shall provide equal but separate accommodations for the white and colored races by providing two or more passenger coaches for each passenger train, or by dividing the passenger coaches by partition so as to secure separate accommodations, and that especially shall separate toilets for the sexes be provided for both white and colored races on all passenger trains in Louisiana; provided, that colored nurses or maids traveling with white children or ladies may ride in coaches or compartments provided for white passengers; provided further, that white sheriffs or their deputies, or other officers, in charge of colored prisoners, must occupy colored coaches when in charge of such prisoners."

It is further

ORDERED, That all railroads operating in the State of Louisiana be, and the same are hereby, commanded and required to provide the conveniences and facilities ordered on or before May 1, 1918. It is further

ORDERED, That in no other respect shall the Commission's Order No. 2137 be amended or changed or modified.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, April 16, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2199.

Liberty Oil Company, Limited,

vs.

No. 2676.

Gulf Refining Company of Louisiana.

**In the Matter of Rates for Transportation of Oil Through Pipe Lines
Between Points in Louisiana.**

Act No. 136 of 1906 declares that all pipe lines through which gases, oil or other liquids are conveyed from one point in the State to another point in the State for a consideration, are common carriers, and are placed under the control and made subject to regulation by the Railroad Commission of Louisiana. The same act vests in the Railroad Commission of Louisiana power and authority, and makes it its duty to adopt, change, or make reasonable and just charges or regulations to govern and regulate all pipe lines in the State. The act was adopted by the General Assembly under the provisions of Article 288 of the Constitution of the State, providing that the General Assembly may add to and enlarge the powers and duties of the Railroad Commission, or confer other powers and duties upon it.

No reference is made to pipe lines in the articles of the Constitution creating the Commission as originally adopted.

The Liberty Oil Company, Limited, a Louisiana corporation, filed with the Commission, in August, 1917, a complaint and petition against the Gulf Refining Company of Louisiana against the charge of 10 cents per barrel, published and filed by the Gulf Refining Company for the transportation of oil in its pipe lines "from the established receiving station of the oil company near Mooringsport, Louisiana, to the delivery station loading track in or near the town of Mooringsport," including the loading of the oil. The Commission is asked to establish for such transportation a rate no higher than 7.5 cents per barrel, including loading at the established receiving station of the defendant company.

The Liberty Oil Company, complainant, is an oil refiner and distributor, and secures its supply of oil from the Caddo oil fields, in the State of Louisiana. A part of its oil is secured from the Board of Com-

missioners of the Caddo Levee District from leases operated by the Gulf Refining Company and the Texas Company, the oil being delivered to the plaintiff in the oil field and piped by other lines to Shreveport, where it is loaded in cars for shipment to New Orleans. The delivery in the field is by the Gulf Refining Company and the Texas Company.

The Gulf Refining Company's charge for transporting oil in the Caddo oil field is 10 cents per barrel. The Texas Pipe Line Company, in this same field, makes a charge of 7.5 cents per barrel. The Gulf Refining Company delivers the oil of the plaintiff to the storage tanks or receiving tanks of the Louisiana Oil Refining Corporation at a point in the Caddo oil field near Mooringsport, Louisiana, in the usual and customary manner of pumping from any of the Gulf Refining Company's storage tanks the amount of oil equal to the oil pumped into its receiving tanks, the property of the Liberty Oil Company. It appears that the average distance the oil is pumped is from $3\frac{1}{2}$ to 4 miles. About 75 per cent of the oil transported through the Gulf Refining Company's lines is its own property, the remainder or 25 per cent belonging to several smaller operators in the Caddo field. The charge assessed for piping oil in the Vinton field is 7.5 cents per barrel, and the Jennings field is 7.5 cents per barrel. Although in the Jennings field the oil is transported a greater distance and in much smaller quantities than in the Caddo field. The service in both the Vinton and Jennings fields is performed by the Gulf Refining Company of Louisiana. The rate on oil in tank cars by rail from Shreveport to New Orleans, a distance of 325 miles, is 8 cents per hundred pounds, or approximately 24.86 per barrel. The rate in tank cars from Baton Rouge to New Orleans is 3 cents per hundred pounds, a distance of 80 miles, or approximately slightly over 9 cents per barrel. When the case was being heard the representative of the Gulf Refining Company agreed to furnish the Commission with a copy of the report supposed to have been made to the Interstate Commerce Commission, but counsel has since advised the Commission that it has not made such a report, and therefore we are without any figures from the company showing the cost of transporting oil through its pipe lines, but by all comparisons of rates which are in effect for similar services in the oil fields of Louisiana, the rate is 10 cents per barrel is excessive. We are furnished with figures in response to requests made at the hearing, showing that in the Caddo oil fields during the year 1917 240,678 barrels of oil were run through the pipe lines. In the Vinton oil field in the same year 1,081,429 barrels were run, and in the Jennings field 263,819 barrels were run. It is undoubtedly true that as the volume of the run increases the cost per barrel of operating the pipe line decreases. The cost is also affected by the distance the oil runs. In the Vinton field and in the Jennings field, where the rate is 7.5 cents per barrel, the run is a much greater distance than in the Caddo field, where the rate is 10 cents per barrel. We consider that the rate of 10 cents per barrel in the Caddo fields, as specified in the company's tariff, is excessive and unreasonable, and that for the

future the rate should not exceed 7.5 cents per barrel. It is, therefore,

ORDERED, That, effective May 1, 1918, the rate for transportation of crude petroleum under the company's regulations in effect through the pipe lines of the Gulf Refining Company of Louisiana from the established receiving station of said company in the Caddo oil field near Mooringsport, Louisiana, to the delivery station loading rack in or near the town of Mooringsport, shall be 7.5 cents per barrel, including loading. All rates, tariffs, rules and regulations in conflict herewith are cancelled.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, April 16, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2200.

The Missouri Pacific Railroad Company,
ex parte.

No. 2750.

In re Application for Authority to Discontinue Roosevelt
as an Agency Station.

An application has been filed by the Missouri Pacific Railroad Company for authority to discontinue the agency station at Roosevelt, Louisiana.

This station has been closed intermittently since October, 1917, because of the alleged inability of the company to secure the services of some one to handle the station. The company in the past has been handling this station through the employment of some party otherwise employed in the immediate vicinity. It has been advised by the party formerly handling the station that he is unable to continue this service. Efforts have been made to secure some other person to continue the operation of this station under this arrangement, but it seems that at this time such person is not available.

Roosevelt is an important point on the Missouri Pacific Railroad and the Commission's investigation brought out the fact that its importance justified its maintenance as an agency station. The Commission believes that an agent can be secured if a salary commensurate with the importance of the point is paid the agent.

The failure of railroad companies to properly compensate agents will necessarily cause resignations, but the resignation and leaving of an agent on this account is not to be taken as justifying the permanent closing of the agency.

The premises considered, it is, therefore,

ORDERED, That the application of the Missouri Pacific Railroad THIRTEEN—RAILROAD COMMISSION—22,510— c :ja. I,0 Company for authority to close Roosevelt as an agency station be and the same is hereby denied. It is further

ORDERED, That the said Missouri Pacific Railroad Company be and it is hereby commanded and required to re-establish and maintain Roosevelt as an agency station on its line in Louisiana.
BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, April 16, 1918.

Commissioners:

(Seal.)

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

Attest. A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2201.

Louisiana & Arkansas Railway Company,
ex parte.

No. 2739.

In re Application to Discontinue Chevy Chase, Dayton, Sylvania,
Fay and Paty as Freight and Passenger Stops; and Clifford
Stacey and Moore as a Freight Stop.

On February 19, 1918, the Commission issued its Order No. 2180, authorizing the Louisiana & Arkansas Railway Company to discontinue several flag stops, Dayton being among the number.

The Commission in its order reserved the right, on application from interested parties, and upon proper showing, to order reinstated any of the stops so discontinued.

Protest against the elimination of Dayton as a stop has been filed, and has convinced the Commission that the stop at Dayton should not have been discontinued and that it should be reinstated without delay.

It is, therefore,

ORDERED, That Order No. 2180, granting the Louisiana & Arkansas Railway Company authority to discontinue Dayton as a freight and passenger stop on its line in Louisiana, be and the same is hereby amended so as to exclude Dayton from the authority granted in said order. It is further

ORDERED, That the Louisiana & Arkansas Railway Company be and it is hereby commanded and required to reinstate Dayton as a passenger and freight stop on its line in Louisiana.

Effective April 20, 1918.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, April 17, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2202.

Carter Packet Company,

ex parte.

No. 2760.

In re Advance in Steamboat Rates Between Points in Louisiana.

The Carter Packet Company, operating a line of steamboats out of the City of New Orleans to points on the Mississippi, Atchafalaya, Black and Ouachita rivers and tributaries, has filed application with this Commission for authority to advance in a measure equal to 35 per cent its rates over and above the now prevailing rates.

The matter was taken up by the Commission at a session held in Baton Rouge on Thursday, April 18, 1918, due notice of the hearing having been given the public. The applicant company was represented. There were also present representatives of commercial organizations and communities affected by the proposed advances.

The operation of steamboats during the present crisis is becoming more and more burdensome, especially in the matter of cost and scarcity of fuel, increases in wages of labor, and other elements of expense entering into the operation of steamboats. Under existing conditions every effort should be made to spare for governmental uses, and for the movement of such freight for which water transportation is not available, every car possible. This can only be accomplished by authorizing such rates for boat service as will insure continued operation.

The Commission has urged upon shippers to give serious consideration to improving in every way possible loading and unloading facilities in order that cars may be released with the greatest possible dispatch. Attention has been called to the fact that Louisiana possesses more navigable waterways than any state in the Union, and that much of the congestion within the state can be relieved by the use of these waterways in transporting freight.

The steamboat service in Louisiana has always been prompt and efficient and reliable, and it should be used and encouraged to the fullest extent by shippers. As we have said, however, in order to insure the continued operation of boat service and to encourage the further devel-

opment of this mode of transportation, such rates will have to be permitted as will allow fair returns on the investments in the boats.

Our investigation has convinced us that if these boats are to continue in service a reasonable advance over their existing rates is necessary. The measure of this advance is the question which the Commission is really called upon to determine in this application.

The evidence before the Commission is convincing that the boats are not earning enough revenue to pay the operating expenses and are confronted with the alternative of operating at a loss or tying up their boats. The first alternative would result only in a temporary service, as no line of boats can continue to operate for an indefinite period at a loss, so that the latter alternative is inevitable unless the rates are advanced.

The railroads have been receiving advances and are now demanding that all of their Louisiana rates be substantially increased. The steamboats have not received any advances of consequence in the last twenty years. The shippers have been before this Commission in the recent important rate cases and have agreed to very substantial advances in railroad rates. They cannot consistently, therefore, oppose advances in boat rates, especially in view of the showing made before the Commission in this case.

From the exhibits filed by the Carter Packet Company it is shown that the cost of coal increased as follows:

Season 1913-1914.....	\$3.25 per ton
Season 1914-1915.....	\$3.40 per ton
Season 1915-1916.....	\$3.50 per ton
Season 1917-1918.....	\$5.10 per ton

These prices are for coal delivered on the boats. These increases in the price of coal caused the following increase in their expenses:

Fuel cost for the year ending June 30, 1916....\$ 9,964.85

Fuel cost for the year ending June 30, 1917.... 27,866.86

an advance of almost three hundred per cent.

The item of stores increased from \$5,312.27 for the year ending June 30, 1916, to \$14,646. 91 for the year ending June 30, 1917, an enormous increase. Rope, used in great quantities, has increased from nine cents per pound in 1917 to from thirty-seven to thirty-nine cents per pound in 1918. Wages, including the salaries of officers, sailors, clerks, cabin boys and laborers have not materially increased, but the higher salaries and wages paid by all other businesses is attracting employees away from the steamboats so that advances must be paid them in order to hold them. The roustabouts are demanding and receiving greatly increased wages, and they must be paid or a crew cannot be obtained. The item of repairs, such as repairs to hulls, installing boilers or machinery and cleaning boilers, has advanced very materially, and the item of insurance, due to the added expense of the Employees' Liability Insurance Act, has increased from one hundred and fifty to two hundred per cent.

The boats have not been receiving the support from the shippers which they should receive, and the rates which have been in effect have not attracted business from the railroads.

The increased rates are not unreasonable as compared with the rates which the railroads are seeking to make effective.

In consideration of the above, it is

ORDERED, That the petition of the Carter Packet Company to advance its existing rates horizontally 35% be, and the same is hereby, granted, the specific rates resulting from this advance to be published and filed with this Commission. The advanced rates to become effective on the first trip out of New Orleans after May 15, 1918.

Freight in transit on May 15, 1918, is to be delivered at the rates in effect prior to May 15, 1918.

It is further

ORDERED, That this order is not intended to, and does not, determine the reasonableness of every individual rate affected, and complaints against individual rates may be filed, and will be considered by the Commission at any time.

All rates, rules, regulations and authorities in conflict herewith are hereby cancelled when this order goes into effect.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, April 18, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2203.

Lake Charles and Cameron Transportation Company,

ex parte.

No. 2759.

In re Advances in Rates from Lake Charles and Intermediate Landings to Points on the Calcasieu River in Louisiana Below Lake Charles.

The Lake Charles and Cameron Transportation Company, operating the steamer "Borealis Rex" between Lake Charles and points on the Calcasieu River below Lake Charles, filed with this Commission on March 23 a tariff naming rates between Lake Charles and intermediate landings and points on the Calcasieu River.

A check of this tariff indicates that rates on many of the commodities named therein are advances over existing rates.

In other orders issued by this Commission this day on applications of other water carriers for authority to advance certain of their rates, these applications have been granted. In these orders the Commission stated that it was cognizant of the unprecedented increase in the oper-

ating costs of steamboats under existing conditions.

The same general conditions which confront all water carriers in Louisiana at this time are being met by the applicant company.

The Commission will issue authority for the publication of the tariff in question, reserving to any interested party the right to attack any of the individual rates named in said tariff.

It is, therefore,

ORDERED, That the application of the Lake Charles and Cameron Transportation Company for authority to apply the rates designated in its tariff filed with this Commission on March 23, 1918, be, and the same is hereby, approved, and proper authority for the publication of said tariff will be accordingly issued.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, April 18, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest. A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2204.

The Barker Barge Line, and
Bradford Transportation Company,
ex parte.

No. 2167.

In re Advance in Rates on Potatoes and Onions from Landings on Bayou Lafourche; Houma, and Landings on Bayou Terrebonne to New Orleans.

The Barker Barge Line and the Bradford Transportation Company, operating boat lines between points on Bayou Lafourche and Bayou Terrebonne to New Orleans, have made application to the Commission for authority to establish a rate of 20 cents per sack on potatoes and onions, of 70 and 80 pounds, respectively, excess weight to be charged for in proportion, from landings on Bayou Lafourche, Houma, and landings on Bayou Terrebonne, to New Orleans.

The present rate on these commodities is 15 cents per sack, of the same respective weights.

The matter was taken up by the Commission at a session held in Baton Rouge on Thursday, April 18, 1918, and a full investigation made.

The existing rate of 15 cents per sack on the commodities in question was established many years ago. Subsequent to the time this rate was put in, and more particularly in the last few months, there have been extraordinary advances in the cost of operating steamboats and other water craft, these advances being noticeably pronounced in the items of wages of labor, both skilled and unskilled; cost of supplies.

fuel, repairs, and maintenance of the boats, the advance in maintenance being reflected in every factor connected with the operations of the boats.

The extreme importance of the continued operation of these boat lines is recognized and need not be dwelt upon in detail. This Commission in other orders has commented more in detail on that feature. Prompt and efficient service cannot be rendered by these water carriers unless their earnings are sufficient to overcome the increased cost of operations.

The Commission considers the application a reasonable one, and the advances prayed for will be authorized.

The premises considered, it is

ORDERED, That the application of the Barker Barge Line and the Bradford Transportation Company for authority to establish a rate of 20 cents per sack on potatoes and onions, of 70 and 80 pounds per sack, respectively, excess to be charged for in proportion, be, and the same is hereby, granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, April 18, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2205.

Morgan's Louisiana & Texas Railroad & Steamship Company, et al.,
ex parte.

No. 2762.

**In re Advance in Rates on Potatoes and Onions from Points on Bayou
Lafourche to New Orleans.**

This is an application of the Morgan's Louisiana & Texas Railroad & Steamship Company in behalf of itself and its connections, the Williams Barge Line, via Lafourche Crossing, and the Lower Lafourche Barge Line, via Lockport, for authority to advance the rate on potatoes and onions from 15 cents to 25 cents per sack, of 70 and 80 pounds, respectively, from landings on Bayou Lafourche to New Orleans.

The increase asked for in this application is identical with that proposed by other water carriers, on these same commodities, from points in this same general territory to New Orleans, and which has this day been authorized by the Commission's order No. 2204, issued in Case 2761.

For the reasons set forth in our Order No. 2204 action taken in that Order will be followed in the matter of the present application.

The premises considered, it is, therefore,

ORDERED, That the application of the Morgan's Louisiana & Texas Railroad & Steamship Company, acting for itself and its connections, the Williams Barge Line, via Lafourche Crossing; and the Lower Lafourche Barge Line, via Lockport, for authority to advance the rates on potatoes and onions from 15 to 25 cents per sack, of 70 and 80 pounds, respectively, excess to be charged for in proportion, be, and the same, is hereby, granted.

BY ORDER OF THE COMMISSION.

Eaton Rouge, Louisiana, April 18, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2206.

The Bradford Transportation Company,

ex parte.

No. 2753.

**In re Advances in Rates on Potatoes and Onions from Landings on the
Mississippi River to New Orleans.**

This is an application filed by the Bradford Transportation Company, operating a line of boats in the Mississippi and other waterways of Louisiana, for authority to advance its rates on potatoes and onions from points on the Mississippi River to New Orleans from 10 cents to 15 cents per sack, of 70 and 80 pounds, respectively, excess weight to be charged for in proportion.

It is alleged by the applicant, and the record so indicates, that the rate of 15 cents was established on these commodities many years ago, and at a later time reduced to 10 cents. The applicant company further avers that it is impossible for it to continue in effect the 10-cent rate because of the unprecedented advance in every cost entering into the operation of water carriers.

This situation has been discussed in other orders of this Commission issued this day, wherein advances were sought on the same commodities, by other carriers, from other points in the State to New Orleans. These advances have been authorized and the same conditions which justify the increases on these commodities from points on other waterways in the State are equally as potent in the present application.

The premises considered, it is

ORDERED, That the application of the Bradford Transportation Company for authority to establish a rate of 15 cents per sack on po-

tatoes and onions, of 70 and 80 pounds, respectively, from landings on the Mississippi River to New Orleans, be, and the same is hereby, granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, April 18, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2207.

Southern Telephone Company, Inc., ex parte.

No. 2765.

In re Application for Authority to Readjust and Advance Telephone Rates and Charges.

The Southern Telephone Company, Inc., owning and operating telephone exchanges, with radiating rural lines and connecting toll lines in and between Basile, Church Point, DeQuincy, Iota, Jena, Jonesville, Kinder, Mangham, Mamou, Oberlin, Olla, Sunset, Washington and Ville Platte, all points within the State of Louisiana, has filed application with this Commission for authority to materially advance its telephone rates, tolls and charges.

The matter was placed on the formal docket of the Commission and called for hearing at Baton Rouge on May 24, 1918, due notice of the application having been previously served on interested parties in the communities affected.

The Southern Telephone Company, Inc., is a merger of a number of independent and small country telephone units. Each of these units prior to the consolidation operated under varying systems of rates and charges, these rates and charges having been continued in effect by the applicant company after the merger. These varying rates and charges, the company contends, it now finds necessary to standardize.

It was developed at the hearing that the object of the incorporators of the Southern Telephone Company, Inc., in acquiring the various small telephone systems that now comprise its plant, developing the rural service through such systems, and in building toll lines connecting all into one system or in connecting to toll line trunk line centers, was, in addition to the possibility of profiting by such operations, to systematize the service and lessen the expenses thereon and to render the public better service than had theretofore been given.

It is claimed by the applicant company that the service had been improved by such consolidation, but that, in view of the non-uniformity, as well as to the low average of the rates established, in addition to the increased cost of all factors entering into the construction and main-

tenance of telephone systems, the company finds itself unable to continue to operate at its existing rates; and that if the public is to be furnished with reasonably adequate service an increase in revenues must be secured.

It appears from the evidence and from exhibits filed by the company that the value of the property in question is approximately \$110,000.00; that gross earnings for the year 1917 were \$34,163.22; that operating expenses, together with necessary repairs and maintenance, amounted to \$30,502.87; and that if depreciation were figured at the rate of eight per cent, for the period indicated, the figures show a company loss of \$4,991.33.

The company contends that it is faced with the necessity of granting to employees advance in wages and salaries, thus adding to the burden.

None of the figures presented by the company have been questioned, nor have protests been filed against the granting of the application. Protests have been made, however, against the character of the service now being rendered; and it has been made apparent to the Commission that the general attitude of the company's patrons is that if better service can be rendered because of the additional revenue which will accrue under the proposed rates, no objections to the advanced rates will be urged.

The Commission will grant the authority prayed for, but, as in similar cases which have come before it in the past, it will insist upon a satisfactory service being rendered the public; and the Commission will hold itself open for the reception of complaints if the service rendered under the advanced rates is not of a satisfactory character.

The premises considered, it is, therefore,

ORDERED, That authority be, and the same is hereby, granted to the Southern Telephone Company, Inc., to establish the following rates, schedules and charges for its operations:

1. For business purposes, direct line service, located within exchange radius, of $1\frac{1}{2}$ mile, per station month.....\$3.00
2. For residential purposes, direct line service, located within exchange radius of $1\frac{1}{2}$ miles, per station per month.....\$2.00
3. For residential purposes party line service, located within exchange radius of $1\frac{1}{2}$ miles, per station per month.....\$1.75
4. For business or residential purposes, direct line, service, from stations located outside exchange radius, the business or residential purposes direct line rate will be charged, plus a mile-charge as follows:
 - a. Within $\frac{1}{2}$ mile (pole line distance) of exchange radius, per month. \$.75
 - b. Over $\frac{1}{2}$ and within 1 mile (pole line distance) of exchange radius, per month.....\$1.50
 - c. Over 1 mile and within $1\frac{1}{2}$ miles (pole line distance) of exchange radius, per month.....\$2.25
 - d. Over $1\frac{1}{2}$ and within 2 miles (pole line distance) of exchange

- radius, per month.....\$3.00
5. For business or residential purposes rural line service from stations located outside the exchange radius, charge as follows:
- a. For business purpose service, per month.....\$3.50
- b. For residential purpose service, per month.....\$2.50
- Provided that said rates shall apply where there is at least one subscriber for each mile of total circuit distance, a proper pro rata to be added to said rates, for each station, where such rural line has less than one subscriber for each mile of total circuit distance.
6. Farm line switching charges per station on line (minimum charge per month per line \$3.00), per month.....\$1.00
7. Business extension set, per month, in exchange radius or on direct line service outside.....\$1.00
8. Residence extension set, per month, in exchange radius or on direct line service outside.....\$.75
9. Extension bell set, per month.....\$.50
10. Desk stand, extra charge added to wall set rate, as shown above, per month.....\$.25
11. For moving telephones, changing service or changing equipment the following schedule of charges will apply:
- a. Moving subscriber's equipment from a room or office to another room or office in same building.....\$2.00
- b. Moving subscriber's equipment from one location to another in the same office or room.....\$1.00
- c. Moving subscriber's equipment from one building to another..\$3.00
- d. Changing Subscriber's service from special line to party line..\$2.50
- e. Changing subscriber's service from one party line to another party line\$2.50
- f. Changing type of subscriber's equipment upon request of subscriber when equipment in use is in good condition and appropriate. \$1.50

The above charges covered by items "a," "b," "c" and "d," are not to be made to subscribers who have had service at the same location continuously for a period of twelve months or more.

It is further

ORDERED, That all rates, regulations, charges, schedules, authorities or orders in conflict herewith is, and the same are hereby, declared cancelled and null and void when this order becomes effective.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, May 14, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2208.

Missouri Pacific Railroad Company, ex parte.

No. 2755.

Application to Remove 3030 Feet of Track Serving J. A. Bel Lumber Company, at Moeling, Louisiana.

This is an application filed by the Missouri Pacific Railroad Company for authority to remove three thousand and thirty (3030) feet of spur track at Moeling, Louisiana, serving the plant of the J. A. Bel Lumber Company.

Protest against the granting of the application was filed by the J. A. Bel Lumber Company, in which it was urged that the retention of a portion of this track was necessary in order to permit the shipment of certain machinery and other materials resulting from the dismantling of its mill at that point.

Since the filing of the application an adjustment between the operator of the mill in course of dismantling and the carrier has been reached, under which agreement sufficient track will be left to handle such movements as may occur during the dismantling process.

In view of the agreement reached between the parties at interest the proceedings will be discontinued.

It is, therefore,

ORDERED, That the proceedings in this case be, and they are hereby, discontinued, and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, May 14, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2209.

Southwestern Traction & Power Company, ex parte.

No. 2767.

In re Application for Authority to Readjust Schedules.

The Southwestern Traction & Power Company, operating an electric interurban railway in the Parish of Iberia, between the City of New Iberia and the town of Jeanerette, has filed application with the Commission for authority to make certain changes in the schedules of its trains and cars, contemplating a reduction in service.

At present cars are operated on an hourly basis in each direction between the two terminal points, service commencing at 6:00 a. m. with

a car leaving each point, and ceasing at 10:00 p. m., when the last cars leave their starting points. It is desired to amend the schedules presently operative so as to provide for bi-hourly service, the first car to leave New Iberia at 6:00 a. m., from Jeanerette at 7:00 a. m.; the last car to leave Jeanerette at 9:00 p. m., and to arrive at New Iberia at 10:00 p. m.

It is conclusively shown at the hearing, held on May 24, 1918, that the traffic handled does not justify the hourly service as at present operated. During the year 1917, the operating expenses of the company exceeded its revenues; and it appears from the evidence that no better showing can be made at this time, the cost of operations during the months of January, February, March and April of the present year being considerably in excess of revenue.

Due notice of the application was served on the interested communities through their proper officials, and no protest has been made. It has not been shown to the Commission that the granting of the application will cause any great inconvenience to the public, and it is clear that the readjustment of schedules proposed by the carrier will materially reduce its cost of operations.

The premises considered, it is, therefore,

ORDERED, That authority be, and it is hereby, granted the Southwestern Traction & Power Company to operate its cars between New Iberia and Jeanerette on the following schedules:

Cars to leave New Iberia at 6:00 a. m., 8:00 a. m., 10:00 a. m., 12:00 m., 2:00 p. m., 4:00 p. m., 6:00 p. m., and 8:00 p. m.; the last car to arrive at New Iberia at 10:00 p. m. Cars leave Jeanerette corporate limits at 7:00 a. m., 9:00 a. m., 11:00 a. m., 1:00 p. m., 3:00 p. m., 5:00 p. m., 7:00 p. m., and 9:00 p. m.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, May 14, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.

B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2210.

Arkansas & Louisiana Midland Railway Company, et al.,
ex parte.

No. 2582.

**In re Application of Designated Lines for Authority for Readjustment of
Class and Commodity Rates Between Points in Louisiana West
of the Mississippi River and Between Points in Louisi-
ana West of the Mississippi and Mississippi
River Crossings.**

Vicksburg, Shreveport & Pacific Railway Company,
ex parte.

No. 2588.

**Readjustment of Class Rates Between Points on the Vicksburg, Shreve-
port & Pacific Railway in Louisiana.**

Our order entered herein on February 28, 1918, effective on April 1, 1918, was suspended at the request of the Director General of Railroads.

Since this suspension conferences have been held with the Railroad Administration at Washington, D. C., and we have agreed to modify the rates as formerly published by adopting for application on intra-state shipments within the State of Louisiana the rates prescribed by the Interstate Commerce Commission in the Shreveport-Texas cattle case, its Investigation and Suspension Docket No. 958, as prescribed in the order of the Interstate Commerce Commission of January 22, 1918.

In consideration of the remarks we have made in our tentative report in these cases, and believing that there is imperative need for readjustment of the live stock rates in Louisiana, and considering the rates as proposed by certain shippers in this case, with such modifications as are made in the Order of the Interstate Commerce Commission of date January 22, 1918, and above referred to, to be reasonable for application within the State of Louisiana between points west of the Mississippi River, and between Baton Rouge and New Orleans and points west of the Mississippi River, it is

ORDERED, That the following rates on live stock be, and they are hereby, fixed and adopted as reasonable rates for the transportation of live stock between points on all railroads west of the Mississippi River, and between Baton Rouge and New Orleans and points west of the Mississippi River in the State of Louisiana:

Cattle.

BEEF CATTLE RATES.*

		Single Line.† Cents.	Joint Line.‡ Cents
10 miles and less.....		6	8.5
15 miles and over 10 miles.....		6.5	9
20 miles and over 15 miles.....		7	9.5
25 miles and over 20 miles.....		7.5	10
30 miles and over 25 miles.....		8	10.5
35 miles and over 30 miles.....		8.5	11
40 miles and over 35 miles.....		9	11.5

	Single Line.† Cents.	Joint Line.‡ Cents.
45 miles and over 40 miles.....	9.5	12
50 miles and over 45 miles.....	10	12.5
55 miles and over 50 miles.....	10.5	13
60 miles and over 55 miles.....	11	13.5
65 miles and over 60 miles.....	11.5	14
70 miles and over 65 miles.....	12	14.5
75 miles and over 70 miles.....	12.5	15
80 miles and over 75 miles.....	13	15.5
90 miles and over 80 miles.....	13.5	16
100 miles and over 90 miles.....	14	16.5
110 miles and over 100 miles.....	14.5	17
120 miles and over 110 miles.....	15	17.5
130 miles and over 120 miles.....	15.5	18
140 miles and over 130 miles.....	16	18.5
150 miles and over 140 miles.....	16.5	19
160 miles and over 150 miles.....	17	19.5
170 miles and over 160 miles.....	17.5	20
180 miles and over 170 miles.....	18	20.5
190 miles and over 180 miles.....	18.5	21
200 miles and over 190 miles.....	19	21.5
210 miles and over 200 miles.....	19.5	22
220 miles and over 210 miles.....	20	22.5
230 miles and over 220 miles.....	20.5	23
240 miles and over 230 miles.....	21	23.5
250 miles and over 240 miles.....	21.5	24
260 miles and over 250 miles.....	22	24.5
270 miles and over 260 miles.....	22.5	25
280 miles and over 270 miles.....	23	25.5
290 miles and over 280 miles.....	23.5	26
300 miles and over 290 miles.....	24	26.5
315 miles and over 300 miles.....	24.5	27
325 miles and over 315 miles.....	25	27.5
Over 325 miles.....	25	27.5

(*) Stock cattle rates 75% of rates on beef cattle.

(†) For application over one line of railroad, or two or more lines of railroad under the same management and control.

(‡) For application over two or more lines of railroad not under the same management and control.

Rates on calves 115% of rates on grown cattle.

Subject to the following carload minima for transportation over railroads of standard gauge:

	Length of Cars, Inside Measurement.	
	36 feet 7 inches and over 34 feet.	40 feet and over 36 feet 7 inches.
	Pounds.	Pounds.
Beef Cattle	22,000	24,500
Stock cattle	20,000	21,000
Calves (in single deck cars).....	16,500	16,500

When cars exceed 40 feet in length $2\frac{1}{2}$ per cent may be added to the minimum for 40-foot cars for each foot or fraction thereof in excess of 40 feet.

Hogs, Sheep and Goats.
(Carloads.)

	Single Line. Cents.	Joint Line. Cents.
10 miles and less.....	6	8.5
15 miles and over 10 miles.....	6.5	9
20 miles and over 15 miles.....	7	9.5
25 miles and over 20 miles.....	7.5	10
30 miles and over 25 miles.....	8	10.5
35 miles and over 30 miles.....	8.5	11.25
40 miles and over 35 miles.....	9	12
45 miles and over 40 miles.....	9.5	12.5
50 miles and over 45 miles.....	10	13
60 miles and over 50 miles.....	10.5	13.5
70 miles and over 60 miles.....	11	14.5
80 miles and over 70 miles.....	11.5	15
90 miles and over 80 miles.....	12	15.5
100 miles and over 90 miles.....	12.5	16.25
125 miles and over 100 miles.....	13.75	17.5
150 miles and over 125 miles.....	15	18.75
175 miles and over 150 miles.....	16.25	20
200 miles and over 175 miles.....	17.5	21.25
250 miles and over 200 miles.....	18.75	22.5
300 miles and over 250 miles.....	20	23.75
Over 300 miles.....	21.25	25

Subject to the following minimum weights:

Internal Length of Cars.	Minimum Weights (in pounds).	
	Single Deck Cars	Double Deck Cars.
36 feet 7 inches and under.....	16,000	22,000
40 feet and over 36 feet 7 inches.....	16,500	24,500

Where cars of lesser length than the above are furnished for convenience of the carriers, parties hereto, the following minimum weights will govern:

31 feet and less.....	15,000	19,000
34 feet and over 31 feet.....	15,500	20,500

Minimum weight on cars exceeding 40 feet in length shall be on the basis of 3% of the 40 feet minimum additional for each foot or fraction thereof in excess of 40 feet.

The foregoing regulations shall not be construed as imposing upon railroad companies the obligation to furnish cars of specified dimensions.

RULES AND REGULATIONS GOVERNING THE SHIPMENT OF LIVE STOCK UNDER THE RATES PRESCRIBED HEREIN.

(All rates in this Order are in cents per 100 pounds.)

(a) Shipments of live stock may be stopped in transit for the purpose of dipping, spraying, quarantining, inspection, administration of tuberculin or mallein tests, or for other treatment required by State or Federal regulations, subject to the following rules, regulations and charge for such privileges:

(b) A stopover charge of \$5.00 per carload for each stop in addition to the through rate shall be assessed.

(c) If the stopping point is not intermediate in the direct route of transit from point of origin to final destination, a charge of one-half ($\frac{1}{2}$) cent per ton per mile, in addition to the through rate and stopover charge provided in paragraph (b) shall be assessed for all out-of-route service. (See note.)

NOTE.—To determine the out-of-route service, whether back or circuitous haul, first ascertain the short line distance from the point of its origin to final destination and subtract the same from the short line distance from point of origin to final destination through the stopping points, and the difference thus obtained will represent the mileage for which extra charge, as provided in paragraph (c) shall be assessed. In no case shall the through rate protected on any shipment be less than either of the following minima:

1. The lawful rate applicable from point of origin to stopping point, using, where more than one stop is made, the stopping point taking the highest rate from point of origin, plus the stopover charge provided in paragraph (b).

2. The lawful rate applicable from stopping point to final destination, using, where more than one stop is made, the stopping point taking the highest rate to final destination, plus the stopover charge provided in paragraph (b).

3. The lawful rate applicable for one or two line, as the case may be, from point of origin to final destination, via the stopping point or points, plus the stopover charge provided in paragraph (b).

(d) Shipments must be forwarded from stopping point within fifteen days after arrival, or as soon thereafter as permit is issued by the inspector.

(e) Dipping, inspection or administration or other treatment of the live stock must be under the supervision of an inspector of the State Live Stock Sanitary Board, or other authorized State official, and a certificate secured by the owner or his agent from such inspector or

State official, showing that the live stock has been treated in conformity with established State or Federal regulations.

(f) All expenses incurred at the stopping point for unloading, loading, bedding, feeding, yardage, dipping, spraying, inspecting and administering tuberculin or mallein tests, or other treatment, and also charges, if any, for switching to and from facilities located on a line other than the one performing the road haul, will be in addition to the through rate and other charges applicable under the foregoing rules.

(g) The identity of live stock stopped in transit for treatment as outlined above, must be preserved. No substitution or change of ownership will be permitted.

(h) If any part of a shipment is detained at the stopping point and the balance forwarded to ultimate destination the freight charges from point of origin to the inspection or dipping point on that portion detained will be the local less than carload rate or the carload rate and tariff minima, whichever basis is lower. The published tariff rate and charges will be assessed from point of origin to ultimate destination on that portion forwarded from the inspection point or dipping point under the original billing.

(i) Carriers will not be held responsible for any loss, damage or injury to live stock stopped in transit for purpose of dipping, inspection, administration of tuberculin or mallein tests, or other treatment, after the live stock has been unloaded from the car at the stopover point, and until stock has been loaded in cars and tendered to carriers for shipment.

DISINFECTING CARS.

The rates herein prescribed for the transportation of live stock do not include the expense of disinfecting cars made necessary for Federal, State, parish or municipal regulations, or order of shippers. When such regulations require cars which have been or are to be used in the transportation of live stock, to be cleaned or disinfected, the following charges will be made for such service and will be assessed against the shipment on account of which such cleaning or disinfecting service is performed:

For each single deck car.....\$2.50

For each double deck car..... 4.00

When cars are cleaned and disinfected under Federal, State, parish or municipal regulations, the above charges will be assessed against the inbound shipment which made necessary the cleaning and disinfecting of cars, and collected from the consignee of such shipment.

When disinfected cars are ordered by the shipper for a new shipment, thus making it necessary to disinfect the cars, not under Federal, State, parish or municipal regulations, the above charges will be assessed against and collected from the consignor of such new shipment.

When the carrier has no clean, disinfected cars at the point of shipment or dipping point, located outside of a quarantine territory, and it

becomes necessary to clean and disinfect cars in which to handle a shipment originating within a quarantine area, destined to a point in a clean territory, and the regulations in connection with the same require that the live stock be loaded in cleaned and disinfected cars, the above charges are to be assessed against the shipment loaded in such cars.

TRANSPORTATION OF MEN IN CHARGE OF LIVE STOCK.

Carriers may provide reasonable rules for the transportation of men in charge of live stock shipments, such rules to be submitted to the Commission for its approval.

FEEDING CHARGES.

The rates on live stock as published herein do not include the cost of feed furnished while in transit. When feeding is done at feeding pens or stock yards controlled by the carriers, the actual cost of such feed, plus 10% for handling, shall be charged. Where the service is performed by public stock yards the charge will be the actual cost of such stock yards.

Should any local conditions exist, necessitating particular rules, such situations will be dealt with by the Commission, after investigation, on the application of the carrier affected.

It is further

ORDERED, That these rates are subject to such advances or reductions as the Federal Railroad Administration may hereafter order, the said advances or reductions to become effective as may be designated by the Federal Railroad Administration.

It is further

ORDERED, That these rates shall become effective on June 25, 1918, when all rates, rules, regulations, orders or authorities in conflict herewith shall be, and they are hereby, declared cancelled.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, June 3, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2211.

Louisiana Railway & Navigation Company, ex parte. No. 2775.

In re Change of Name of Nettie Station to Prairieville.

On May 28, 1918, the Louisiana Railway & Navigation Company filed application with this Commission for authority to change the

name of a station on its line in Louisiana now known as Nettle to Prairieville.

The application was accompanied by a petition from the people of the vicinity requesting that the application of the company be granted.

The postoffice serving that community is now known as Prairieville, and the fact that the railroad station bears a different name causes much confusion.

No objection exists to the granting of the application.

The premises considered, it is, therefore,

ORDERED, That the application of the Louisiana Railway & Navigation Company for authority to change the name of a station on its line now known as Nettle, to Prairieville, be, and the same is hereby, granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, June 3, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2212.

Citizens of Paradis

vs.

No. 2758.

The Western Union Telegraph Company, and

Morgan's Louisiana & Texas Railroad & Steamship Company.

In re Telephone Service at Paradis, Louisiana.

On March 22, 1918, a number of the citizens and business interests of Paradis, Louisiana, filed with this Commission a petition praying that after proper notice, citation and hearing, the Western Union Telegraph Company and the Morgan's Louisiana & Texas Railroad & Steamship Company be required to install and maintain an office for the receipt and dispatch of commercial telegrams at that point.

Paradis is in the Parish of St. Charles, on the main line of the Morgan's Louisiana & Texas Railroad & Steamship Company. Paradis is the center of a large corn raising territory; and the principal complaint seems to be that the owners and operators of farm tractors in the community are not able to secure as quick telegraphic communication with the manufacturers of these implements, for the purpose of securing repairs and parts, as is desirable.

Copies of the petition were duly served on the two defendant companies, both of which have made answer, which answers form part of

the record in the case. The railroad company, in its answer, alleges that the business at Paradis does not justify the expense of installing and maintaining a telegraph agency; and, further, contends that it is not in the commercial telegraph business. However, as to the latter contention the Commission is not immediately concerned. The telegraph company has not filed formal answer.

The case was taken up at a session of the Commission held in Baton Rouge on Tuesday, June 25, 1918. No one appeared in behalf of complainants. The defendant companies were both represented. It appears from the record that there is maintained at Boutee, three miles to the east of Paradis, a regular telegraph office, and at Allemands, five miles to the west.

It is a matter within the knowledge of this Commission that the demands of the government for telegraph operators have made heavy inroads on the available supply of this character of employees; and the Commission has, during the past year, acquiesced in the temporary closing of many important telegraph stations for the sole reason that the companies were unable, at times, to find men to handle them; and while the Commission does not undertake to pass upon the reasonableness or unreasonableness of the present application under normal conditions, we are persuaded that in the present circumstances the conditions existing at Paradis with regard to telegraph facilities are not such as to demand the issuance of an order in line with the prayer of the petition.

Having in view all of the conditions referred to, an appropriate order will be entered.

It is, therefore,

ORDERED, That the application in this case be, and the same is hereby, denied, and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, June 26, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2213.

Citizens of Fay Station

vs.

No. 2774.

Louisiana & Arkansas Railway Company.

Re-establishment of Fay as a Flag Station.

On February 19, 1918, the Commission, upon the application of the Louisiana & Arkansas Railway Company, after due hearing and inves-

tigation, issued its Order No. 2180, in which the said company was granted authority to discontinue a number of flag stations on its line of railway in Louisiana, Fay being among the number.

On June 3, 1918, a number of citizens in the vicinity of Fay filed with the Commission a petition requesting that Fay be reinstalled as a flag stop.

The matter was taken up by the Commission at a session held in Baton Rouge on Tuesday, June 25, 1918, and a further investigation in the matter of the elimination of Fay as a flag station was made.

Fay at one time was the location of important logging operations which accounted for the handling of a considerable volume of traffic to and from that point; but it has been shown that these operations have ceased, and it was only after the discontinuance of these operations and the consequent heavy falling off in the business done at that point that our Order 2180, permitting the elimination of this point as a flag stop, was issued.

This Commission, as has been said in previous orders, is impressed with the necessity, during this time of fuel shortage and heavy traffic, of relieving carriers of all stops which may within reason be dispensed with. In the present instance Fay is less than three miles from Calvin, a stop on this line, and in the opinion of the Commission no hardship is worked on any patrons of the railway by reason of the discontinuance of this point as a flag stop.

The premises considered, it is, therefore,

ORDERED, That the application in this case be, and the same is hereby denied, and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, June 26, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.

B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2214.

Louisiana Railway & Navigation Company, ex parte.

No. 2781.

In re Changing the Name of Montegut Station to LaPlace.

The Louisiana Railway & Navigation Company on June 14, 1918, filed its application with the Commission for authority to change the name of a station on its line of railway now known as "Montegut," in the Parish of St. John the Baptist, to "LaPlace."

The postoffice at that point is now known as LaPlace, and by reason of the fact that the name of the postoffice is different from that

of the station confusion arises. Further, there is a postoffice in the Parish of Terrebonne bearing the name of Montegut, thus further complicating the situation.

No objection was urged to the change outlined, and it will, therefore, be approved.

The premises considered, it is,

ORDERED, That the application of the Louisiana Railway & Navigation Company for authority to change the name of a station on its line of railway in the Parish of St. John from Montegut to LaPlace be, and same is hereby, granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, June 26, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2215.

Black River Lumber Company

vs.

The Texas & Pacific Railway.

In re Changing Name of Jeffris Station to Willets.

Upon the application of the Black River Lumber Company to have the name of the station now known as "Jeffris," a point on its line in Concordia Parish changed to "Willets," and in view of the fact that the defendant railway concurs in the application, it is, therefore,

ORDERED, That the Texas & Pacific Railway, and J. L. Lancaster and Pearl Wight, Receivers, be, and they are hereby, authorized and required to change the name of the station in Concordia Parish, Louisiana, on its line of railway, now known as "Jeffris," to "Willets."

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, June 29, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2216.

Natchez, Urania & Ruston Railway Company, et al.,
ex parte.

No. 2784.

In re Advance of 25% in Freight Rates on Short Line Railroads.

In view of the fact that the United States Railroad Administration through the Director General of Railroads has made effective on June 25, 1918, certain advances on interstate and intrastate rates on all railroads now operated by the said United States Railroad Administration; and in order that all State rates on all railroads may be kept in harmony as to relationship; and, it being apparent from the records on file in this office that the short-line railroads not affected by the order of the United States Railroad Administration, as to their intrastate rates, deserve the same consideration as given the more important trunk lines! now, therefore, it is

ORDERED, That, effective July 8, 1918, all railroad rates and charges now in effect in the State of Louisiana applicable on Louisiana intrastate traffic may be advanced 25%. It is further

ORDERED, That the minimum charge for single less than carload shipments shall be the same as set forth in the said General Order No. 28 of the Director General of Railroads, and orders supplementary thereto.

This Commission is unable to give its assent to the minimum charges on carload shipments, as set forth in the said General Order No. 28 of the Director General of Railroads, and orders supplementary thereto.

Rates on sugar cane in the State of Louisiana, being entirely intrastate, may be advanced 25%, the minimum carload charge to be based on fifteen tons per car, at the advanced rates.

The intrastate rates on sand, gravel, crushed stone and shells, when consigned to State, parish or municipal authorities for the building of public highways, as set forth in the Commission's Order No. 1981; and the rates on sand, gravel, crushed stone and shells, as set forth in this Commission's Order No. 1980, when used for commercial purposes, may in each instance be advanced 25%.

The minimum charges on less than carload shipments shall be the same as provided in General Order No. 28 of the United States Railroad Administration.

The advances hereby allowed are without prejudice to any interest.
BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, June 29, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2217.

Citizens of Duplessis

vs.

No. 2789.

Louisiana Railway & Navigation Company.

In re Changing Name of Witten Station to Duplessis.

On July 10, 1918, a number of citizens living in the vicinity of Duplessis postoffice, in the Parish of Ascension, filed with the Commission a petition asking that the name of Witten Station, a point on the line of the Louisiana Railway & Navigation Company's line of railroad in said parish, be changed from Witten to Duplessis.

The petition recites that the defendant company offers no objection to the proposed change in name, and alleges that it will, if changed, obviate considerable confusion which now exists in the handling of mail and freight, due to the fact that the postoffice and railway station carry different names.

The defendant company was duly served with a copy of the petition, and on July 23, 1918, the matter was heard by the Commission. No objection was presented by the representative of the Louisiana Railway & Navigation Company, and, it appearing to the Commission that the change of name is in the interest of all concerned, an appropriate order will be entered.

It is, therefore,

ORDERED, That the Louisiana Railway & Navigation Company be, and it is hereby, required to change the name of the station on its line of railway, in the Parish of Ascension, now known as Witten, to Duplessis, to conform to the name of the postoffice at said point.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, July 23, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2218.

New Orleans, Texas & Mexico Railway Company, ex parte. No. 2785.

In re Changing Name of Station from Rhineland to Judd.

The New Orleans, Texas & Mexico Railway Company on June 28, 1918, filed its application with the Commission for authority to change the name of a station on the Crowley Branch, south of Eunice, from Rhineland to Judd.

Copies of the application were sent to persons residing in the vicinity of the station involved; and no protests against the granting of the application have been filed.

The matter was taken up by the Commission and heard at a session held in Baton Rouge on July 23, 1918, and it appearing to the Commission that the change is a proper one, and no protest against said change having been made, the application will be granted.

It is, therefore,

ORDERED, That the application of the New Orleans, Texas & Mexico Railway Company for authority to change the name of a station on its Crowley Branch, now known as Rhineland, from Rhineland to Judd be, and the same is hereby, granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, July 23, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2219.

J. H. Davis, et al.,

vs.

No. 2779.

Gulf, Colorado & Santa Fe Railway Company.

In re Depot Facilities at Dido, Louisiana.

A number of citizens residing at and in the vicinity of Dido, Louisiana, a point on the line of the Gulf, Colorado & Santa Fe Railway, in Vernon Parish, Louisiana, between Merryville and Oakdale, have petitioned the Commission, through counsel, to require the defendant company to erect and maintain a depot at Dido, for the proper reception and protection of passengers and freight moving to and from that point. The petitioners allege that the trains of the defendant company now stop at the point in question, but that there are no depot facilities provided.

Due notice of the filing of the complaint and its assignment for hearing was served on the defendant company.

The case was taken up and heard by the Commission at a session held in Baton Rouge on Tuesday, July 23, 1918, when the facts were brought to the attention of the Commission.

At the session the Commission was notified that the company was willing to provide the facilities requested in the event that proper authority could be secured from the Federal Railroad Administration

for the expenditure of the necessary funds, and advised the Commission that it would make such recommendations.

It is plain and evident from the record that depot facilities are necessary at Dido, and an appropriate order will be entered.

It is, therefore,

ORDERED. That the Gulf, Colorado & Santa Fe Railway Company be, and it is hereby, commanded and required within sixty days from the date of this order to erect and maintain at Dido, a station on its line in Louisiana, a combination freight and passenger depot in accordance with the plans on file with this Commission, submitted by said company.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, July 23, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2220.

Railroad Commission of Louisiana

vs.

No. 2770.

Launch "Astra."

Railroad Commission of Louisiana

vs.

No. 2771.

Launch "Gem."

Railroad Commission of Louisiana

vs.

No. 2772.

Launch "Protector."

In re Violation of Rules and Regulations Relative to Filing Annual Reports and Tariffs.

(Consolidated.)

These proceedings were instituted by the Commission on its own motion on information having been furnished to the effect that the power boats "Astra," "Gem," and "Protector" were operating as common carriers on the waterways of the State without having filed with the Commission their tariffs naming the charges to be made for transportation of such commodities as they carried and having secured the approval of the Commission thereto. It was developed that the three defendant boats also violated the rules and regulations of the Commission in that they had never filed annual reports of their operations with the Commission.

On May 16, 1918, citations were issued by the Commission to the owners of the three defendant boats to appear before the Commission and show cause why penalties should not be imposed for the aforesaid violations. Before the cases were called for trial the owners and operators of the defendant boats filed with the Commission their annual reports, as well as their tariffs, and otherwise complied with the rules of the Commission. It was shown to the satisfaction of the Commission that there was no deliberate intent on the part of these defendants to violate the rules and regulations, and proper assurances were given that they would be strictly adhered to in the future.

It is not the Commission's opinion that penalties should be imposed in these cases, and, the premises considered, therefore, it is

ORDERED, That the proceedings in these cases be, and the same are hereby, dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, July 23, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2221.

Morgan's Louisiana & Texas Railroad & Steamship Company,

ex parte.

No. 2782.

In re Closing Station at Grosse Tete.

On June 7, 1918, the Morgan's Louisiana & Texas Railroad & Steamship Company filed its application with the Commission for authority to close its station at Grosse Tete, Louisiana, a point on the Baton Rouge-Lafayette extension of said line.

The company sets forth in its application that the agent formerly in charge of said station has been inducted into the military service of the government; and that it is impossible at this time to secure one to take his place.

The matter was called for hearing at a session of the Commission held in Baton Rouge on July 23. The company was represented by its general agent. No one appeared to protest against the application for authority to close the station.

It was shown at the hearing that the business handled at this station is very light; and that by reason of the fact that the Texas & Pacific Railway has a station about one mile distant from the station of the applicant company no inconvenience or hardship would result from

the closing of the station. Under the circumstances the Commission will authorize the closing of this station as an agency station, the point to be maintained, however, as a flag stop for the trains on said line, and an order will be so entered.

It is, therefore,

ORDERED, That the application of the Morgan's Louisiana & Texas Railroad & Steamship Company for authority to discontinue its station at Grosse Tete, as an agency station, on its line of railway, be, and the same is hereby, granted. It is further

ORDERED, That the said point, Grosse Tete, shall be maintained as a flag stop for passenger and freight trains on the said line of railroad.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, July 23, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2222.

W. H. Mason, et al.,

vs.

No. 2780.

The Texas & Pacific Railway.

In re Stock Pens at Pelican, Louisiana.

On June 7, 1918, a number of the citizens of Pelican, in DeSoto Parish, on the line of the Texas & Pacific Railway, filed a petition with this Commission requesting that the company be required to build and maintain stock pens at that point.

Petitioners allege that there is a large volume of stock to be moved in the territory adjacent to Pelican; and that they are without facilities at this time to properly handle the traffic.

The matter was taken up by the Commission at a session held in Baton Rouge on Tuesday, June 25, 1918, and an investigation made.

It is the endeavor of this Commission to facilitate in every way possible the free movement of live stock, and it appears that the demand in the present instance is a reasonable one.

The premises considered, it is, therefore,

ORDERED, That the Texas & Pacific Railway, and J. L. Lancaster and Pearl Wight, Receivers thereof, be, and they are hereby commanded and required, within thirty days from the date of this order, to erect, and to thereafter maintain, suitable stock pens for the proper loading

and unloading of live stock, at Pelican, Louisiana, a station on its line of railway.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, July 23, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.

B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2223.

The Yazoo & Mississippi Valley Railroad Company, ex parte. No. 2790.

In re Discontinuance of Sunday Train Service Between Ethel and Clinton.

On July 12, 1918, the Yazoo & Mississippi Valley Railroad Company, through its general superintendent, made application to the Commission for authority to discontinue Sunday train service between Ethel and Clinton.

Clinton is the terminus of a branch line of the applicant company, which branch diverges from the main line at Ethel, running in a north-easterly direction, the distance from Ethel to Clinton being eight miles.

No freight is hauled at present on Sunday, the service being exclusively passenger; and the company bases its application for authority to discontinue Sunday service on its desire to conserve man power and fuel; and it suggests that in order to maintain the regular mail service between Ethel and Clinton, now handled on the train which it desires to discontinue on Sunday, that it is willing to arrange to handle the mail on Sunday either by a track motor car or automobile.

Due notice was given all interested parties in the towns of Ethel and Clinton, and the case was heard at a session of the Commission held in Baton Rouge on July 23, 1918. Appearances were entered on behalf of the applicant company; and the town of Clinton was also represented by counsel.

This Commission has previously indicated its opinion that the town of Clinton was not adequately served by the Yazoo & Mississippi Valley Railroad Company, in an order requiring the company to install and maintain additional train service. This order was contested in the courts by the applicant company and the order of the Commission was annulled. The Commission, however, is still of the firm belief that the service to Clinton and from Clinton is insufficient; and it cannot at this time give its assent to a further reduction in an already impaired service by depriving the community of its only train service on Sunday.

The premises considered, it is, therefore,

ORDERED, That the application of the Yazoo & Mississippi Valley Railroad Company for authority to discontinue Sunday train service on the branch line between Ethel and Clinton, Louisiana, be, and the same is hereby, denied, and the application dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, July 23, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2224.

Morgan's Louisiana & Texas Railroad & Steamship Company,

ex parte.

No. 2788.

In re Changing Location of Depot at Breaux Bridge.

The Morgan's Louisiana & Texas Railroad & Steamship Company on July 6, 1918, filed with the Commission an application requesting that authority be given it to change the location of its depot in the town of Breaux Bridge from its present location to another and different site.

Due notice of the filing of the application was served on the officials of the town of Breaux Bridge and other citizens; and the matter was thereupon assigned for hearing at a session of the Commission held in Baton Rouge on July 23, 1918. The applicant company was represented by its general agent; and the citizens of the town of Breaux Bridge opposed to the proposed change were represented by counsel.

The company in its application alleges that its present depot is located on its Cade-Port Barre Branch, about three-quarters of a mile from the intersection of that branch with the Baton Rouge-Lafayette Branch, and that it is with a view of saving the time required for trains arriving on the Baton Rouge-Lafayette line to reach the present depot from that line and to return to the Baton Rouge-Lafayette line from the depot that it desires to make the change.

The applicant company operates but one passenger train each way per day over the Baton Rouge-Lafayette line, and the conductor of this train was the only witness presented by the company in support of this application. This witness indicated that in his opinion a saving of from ten to twelve minutes could perhaps be effected in the schedule of this train if the site of the depot was changed to the proposed location. It was further contended that by reason of the fact that trains on the Baton Rouge-Lafayette line are now required to reach the depot over a wye track, necessitating a stop at the wye for the adjustment of the

switches, an opportunity for persons to board the train at the time of this stop, avoiding the necessity of going to the depot in order to board the train at the proper place, was presented, which unauthorized practice carried with it a consequent hazard. This, in substance, was the testimony presented by the company in support of its application.

In behalf of the protestants some eight or ten witnesses were called to the stand by counsel; all of whom strongly urged that the change be not authorized because of its natural effect on the commerce of the town. Breaux Bridge is the natural trading point for a large number of persons residing to the east thereof; and, under existing conditions, these persons find it convenient to come to Breaux Bridge for commercial and other purposes because of the proximity of the present depot to the center of the town; and it was held that if the change was made, as proposed, many of these present passengers would continue their journey through to Lafayette because the distance from the proposed site of the depot to the center of Breaux Bridge is so great that it would require a bus transfer, the cost of which would exceed the additional fare to Lafayette, which, taken in connection with the greater inconvenience involved, would be sufficient to divert a large amount of the travel presently ending at Breaux Bridge.

Counsel filed in the record many numerously signed petitions, all protesting against the contemplated change, not only from Breaux Bridge proper, but from certain country districts surrounding the town; and all to the same general effect, that the change if made would work great hardship and inconvenience and be a source of added expense to the patrons of the line.

This state of affairs appears not only to exist among those who are more conveniently served by the depot in its present location; but petitions signed by persons whose property was closer to the proposed location than the present location, and who would naturally be more conveniently served were the depot moved, the tenor of which petitions was that the change, if made, would be disastrous in its effect on the commercial life of the town; and that for that reason personal inconvenience was readily borne by these persons in order that the advantages to the community as a whole might be maintained.

It does not appear to the Commission that a possible saving of ten minutes in the running time of the present passenger train, which is a local train, by any means compensates for the great detriment which Breaux Bridge would suffer were this change in location permitted. As to the contention that passengers presently board the train at an unauthorized point, it is clear that such persons are purely trespassers, and the company has adequate means of dealing with such situations.

The Commission finds that the application is without merit; and an appropriate order will be entered.

It is, therefore,

ORDERED, That the application of the Morgan's Louisiana & Texas Railroad & Steamship Company for authority to change the site

of its depot in Breaux Bridge from a point on its Cade-Port Barre Branch to a site on its Baton Rouge-Lafayette Branch be, and the same is hereby, denied, and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, August 5, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2225.

Texas & Pacific Railway, ex parte.

No. 2791.

Removal of St. Vincent Spur.

The Texas & Pacific Railway on July 15, 1918, filed an application with the Commission asking that it be authorized to remove what is known as St. Vincent Spur, situated at mile post 12.08, Napoleonville Branch.

The application was accompanied by a letter of consent to the proposed removal of the spur from one of the previous users thereof; as required by the rules of the Commission, and, under ordinary circumstances, the application would have been granted without the matter being assigned for formal hearing and investigation.

The application was assigned for hearing at a session of the Commission held in Baton Rouge on Monday, August 5, 1918, because of the fact that several years ago a similar petition was docketed from the applicant company, looking to the removal of this spur; to which application considerable opposition was manifested by several interested parties in the neighborhood in which the spur is located. A full investigation at that time developed the fact that the spur was then a necessary facility for the handling of business moving from that locality, and an order was entered denying the then application.

Upon the filing of the present application the Commission notified all parties interested of the filing thereof; and there appears to be no objection at this time to the granting of the application on the part of any shippers or receivers of freight.

An appropriate order will be entered.

The premises considered, it is

ORDERED, That the application of the Texas & Pacific Railway for authority to remove St. Vincent Spur, located at mile post 12.08 of the Napoleonville Branch, be, and the same is hereby, granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, August 5, 1918.

Commissioners:

(Seal.)

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2226.

Zwolle & Eastern Railway Company, ex parte.

No. 2794.

In re Advance in Log Rates.

The Zwolle & Eastern Railway Company has filed its application with the Commission for authority to advance its log rates from the spurs and side tracks on its line of railway at Converse, Louisiana, to Zwolle, Louisiana.

This matter was heard at a session of the Commission held in Baton Rouge on Monday, August 5, 1918, when a representative of the applicant company appeared and placed before the Commission the facts which in the opinion of the carrier, justified the advance.

The present rate on logs between the points in question is \$3.75 per thousand feet, and the company's application proposes to increase this charge to \$6.00 per thousand feet, this charge of \$6.00 to include the cost of loading. Evidence was submitted indicating clearly that this company is operating at a heavy loss under its present schedule of rates; and inasmuch as forest products and lumber comprise a very high per cent. of its total tonnage it is upon the rough log rate that the advance is desired.

Advances in the cost of labor and material, and other operating expenses, caused the company to suffer an operating deficit of approximately \$19,000 during the last year; and it is apparent from the record that if this company is to continue its operations as a common carrier it is essential that it have relief through increased revenues.

The largest user of the service of the applicant company in transporting logs to the milling point does not object to the increase, nor have other persons objected; and, for these reasons, the full amount of the advance applied for will be granted.

The premises considered, therefore, it is

ORDERED, That the application of the Zwolle & Eastern Railway Company for authority to advance its rates on logs from spurs and sidings on its line of railway at Converse, Louisiana, to Zwolle, Louisiana, from \$3.75 per one thousand feet to \$6.00 per one thousand feet, the rate of \$6.000 per thousand feet to include the cost of loading, be, and the same is hereby, approved and the application granted.

BY ORDER OF THE COMMISSION.**Baton Rouge, Louisiana, August 5, 1918.****Commissioners:****SHELBY TAYLOR,****Chairman.****B. A. BRIDGES.****JOHN T. MICHEL.****(Seal.)****Attest: A true copy.****HENRY JASTREMSKI,****Secretary.**

Order No. 2227.**Morgan's Louisiana & Texas Railroad & Steamship Company,****ex parte.****No. 2793.****In re Discontinuance of Agency Station at Chacahoula.**

On July 26, 1918, the Morgan's Louisiana & Texas Railroad & Steamship Company filed with this Commission an application for authority to discontinue Chacahoula as an agency station.

Chacahoula is situated on the main line of the applicant company's railway, in the Parish of Terrebonne, 3.3 miles east of Donner and 6.4 miles west of Schriever. It appears to be a point of some considerable importance, with a population approximating three hundred inhabitants, and is situated in the midst of a well-developed plantation territory.

The application was assigned for hearing at a session of the Commission held in Baton Rouge on Monday, August 5, 1918, when the applicant company was represented by its general agent. No one appeared for the citizens of Chacahoula at the meeting, but a protest containing a great number of signatures, praying that the application be denied, was filed in the record prior to the hearing.

This Commission has given favorable consideration to similar applications from practically every carrier in the State where the conditions were shown to be such that agency stations could be discontinued without practically depriving those persons dependent upon them of service of a reasonably adequate character.

From the record as made up in this case the Commission is convinced that undue hardship would be brought about were the present application granted; and an order will be entered accordingly.

The premises considered, it is

ORDERED, That the application of the Morgan's Louisiana & Texas Railroad & Steamship Company for authority to discontinue Chacahoula as an agency station on its line of railway in Louisiana be, and the same is hereby, denied, and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, August 5, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.
B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2228.

Railroad Commission of Louisiana

vs.

No. 2778

The Kentwood & Eastern Railway Company, and

The Brooks-Scanlon Company.

In re Operation of Narrow Gauge Railroad Between Kentwood, Louisiana, and Hackley, Louisiana.

Proceeding on its own motion, the Railroad Commission of Louisiana, on June 4, 1918, issued a notice to the Kentwood & Eastern Railway Company and the Brooks-Scanlon Company, the former a Louisiana corporation, and the latter a Minnesota corporation doing business in the State of Louisiana, both domiciled at Kentwood, Louisiana, to show cause why they each should not be required to forfeit and pay to the State the sum of not less than One Hundred (\$100.00) Dollars nor more than Five Thousand (\$5,000.00) Dollars, for discontinuing the operation of the narrow gauge railroad of the Kentwood & Eastern Railway Company between Hackley, Louisiana, and Kentwood, Louisiana; and to further show cause why freight and passenger service should not be provided and operated over the said railroad by either the Kentwood & Eastern Railway Company or the Brooks-Scanlon Company, or their successors, agents or assigns.

Both companies, in due course, filed answers to the rule, and the case was assigned for hearing at Baton Rouge on June 25, 1918.

At the hearings on June 25 and 26 evidence was introduced on behalf of the Commission and the defendants, and after a full investigation the matter was taken under advisement. The substantial facts are as follows:

The Banner Lumber Company was incorporated under the laws of the State of Louisiana by notarial act dated August 16, 1895, for the purpose of manufacturing, buying and selling lumber and merchandise. This company built a narrow gauge railroad between Kentwood and Hackley, which it used for hauling its lumber and logs. The testimony of witnesses living at Mount Herman, Louisiana, shows that the Kentwood & Eastern Railroad carried passengers and freight for hire almost from the beginning of its operation, and the records for the Commission

show that about the year 1903 the Kentwood & Eastern Railroad made reports to the Railroad Commission of Louisiana covering its operations, the said reports bearing the notation "Owned and Operated by the Banner Lumber Company." Its operation as a common carrier was continuous, and the road was used by the public almost from its initial operation. On the first day of November, 1905, the Brooks-Scanlon Lumber Company, a Minnesota corporation, purchased from the Banner Lumber Company its timber holdings and the Kentwood & Eastern Railroad. The Brooks-Scanlon Lumber Company continued the operation of the Kentwood & Eastern Railroad for the period from November 1, 1905, until December 5, 1905, when the Kentwood & Eastern Railway Company was incorporated, and assumed the expenses and earnings of the railroad from November 1, 1905. The Brooks-Scanlon Lumber Company, however, conducted all of the operations during the period from November 1, 1905, to December 5, 1905. On December 5, 1905, the Kentwood & Eastern Railway Company was incorporated by notarial act. The Brooks-Scanlon Lumber Company did not sell the roadbed and track, or the equipment, to the Kentwood & Eastern Railway Company, but, under a verbal lease, arranged for the operation of the Kentwood & Eastern Railroad by the Kentwood & Eastern Railway Company, the Kentwood & Eastern Railway Company agreeing to lease and operate the railroad and purchase the equipment.

In February, 1906, the Brooks-Scanlon Company was organized, and took over all of the property acquired by the Brooks-Scanlon Lumber Company from the Banner Lumber Company, including the narrow gauge Railroad, and its equipment and rolling stock, the latter—that is, the equipment and rolling stock—subject to the agreement made between the Brooks-Scanlon Lumber Company and the Kentwood & Eastern Railway Company.

The agreement between the Brooks-Scanlon Lumber Company and the Kentwood & Eastern Railway Company was a verbal agreement, and, it was stated by witnesses familiar with the agreement, that the Brooks-Scanlon Lumber Company agreed to sell the rolling stock and equipment of the narrow gauge railroad to the Kentwood & Eastern Railway Company, and to lease the railroad to the Kentwood & Eastern Railway Company for a period of twenty (20) years, at a rental of \$10,000.00 per annum, payable in monthly installments. A written lease was ultimately executed in accordance with the verbal lease. This lease contained a stipulation that either party might terminate the same upon giving six months written notice to the other.

About February, 1906, the Kentwood & Eastern Railway Company began the construction of a standard gauge railroad and continued the operation of its narrow gauge railroad under the terms of the lease above referred to.

The principal traffic over the narrow gauge railroad was the hauling of timber and logs. The public along the line used it continuously. Investments were made in properties along the right of way, land values

increased, and the country through which the narrow gauge railroad operated showed a marked development.

In the summer of 1917 the lumber and timber began to diminish, but the interest of the public living along the railroad in having adequate transportation facilities was considerable. In October, 1917, the Brooks-Scanlon Company, for reasons known to itself, and divulged to the Commission at the hearing, served notice on the Kentwood & Eastern Railway Company of the cancellation of the lease at the end of six months time. The attorneys for the Kentwood & Eastern Railway Company consulted the Railroad Commission and, after receiving written notice of a session to be held in the City Hall at New Orleans on January 22, 1918, appeared at that hearing and stated to the Commission that the Kentwood & Eastern Railway Company had been notified by the Brooks-Scanlon Company of the cancellation of the lease with such rules as the Commission might have on the subject. After consulting its counsel the Commission notified the attorneys for the Kentwood & Eastern Railway Company as follows:

"Relative to your statement concerning the discontinuance of the Kentwood & Eastern Railway Company, I beg to advise that the matter was considered by the Commission, and I was instructed to say to you that under the circumstances it would be only necessary for you to file formal notice of the proposed discontinuance in writing with the Commission. Notice should also at once be given the public. Further than this there are no requirements by the Commission."

Pursuant to this notice, the Kentwood & Eastern Railway Company published and posted at points along the narrow gauge railroad the following notice:

"NOTICE TO THE PUBLIC.

"Kentwood, Louisiana, January 29, 1918.

"Notice is hereby given that the Kentwood & Eastern Railway Company will discontinue service over the narrow gauge railroad track running from Kentwood, Louisiana, to Hackley, Louisiana, after April 21, 1918, its lease on said railroad track having been cancelled and terminated by the owners thereof."

The Kentwood & Eastern Railway Company subsequently, on February 4, 1918, requested authority from the Commission to cancel its intrasate local and joint rates, and the authority was granted.

The Kentwood & Eastern Railway Company shows that for some periods of time it made a profit out of the operation of the narrow gauge railroad, and has at all times made a profit out of the operation of the entire properties other than the leased narrow gauge line.

After notice was filed, and on or about the twenty-second day of April, 1918, the Kentwood & Eastern Railway Company discontinued operating trains on the narrow gauge track between Kentwood and Hackley, and the Brooks-Scanlon Company made no provision for a continuation of the service. Complaints were then made to the Commission that the service had been discontinued, but no action was taken by

the Commission until the issuance of the notice in this case, for the reason that the Commission was advised by its counsel, and believed that it had no jurisdiction in the matter of determining which of the two corporations should operate the Kentwood & Eastern Railway, that being the subject of a suit filed by the State of Louisiana on the relation of C. M. Tate and others, against the Kentwood & Eastern Railway Company and the Brooks-Scanlon Company, in which the State obtained an injunction to prevent the discontinuance of the service over the narrow gauge railroad. The case went to the Supreme Court on an exception to the jurisdiction of the court, and the Supreme Court of Louisiana in a very concise opinion on May 27, 1918, in the case of "State of Louisiana, ex rel. C. M. Tate, et al., vs. Brooks-Scanlon Company and Kentwood & Eastern Railway Company," held that "the matter and things presented for decision affects and includes the service to be given the public by the defendant railway company and the operation of a railroad within the State. It is a matter exclusively within the jurisdiction of the Commission, and the decision of that body thereon is subject to review at the suit of the railroad affected by the decision in the District Court at the domicile of the Commission, and in the Supreme Court on appeal (Const., Art. 286). It is only after the Commission has acted that the court may be appealed to."

Prior to this decision of the Supreme Court the Commission had proceeded upon the belief that it was without jurisdiction to determine which of the two companies owed the duty of operating the railroad, which had previously, for many years, been engaged in the business of a common carrier. As soon as the Supreme Court rendered its decision the Commission, as stated, instituted, on its own motion, these proceedings.

It was shown at the hearing that there is substantial traffic over the narrow gauge railroad of the Kentwood & Eastern Railway, and a considerable body of the public is dependent upon this line for transportation.

The letter and authorities which have been referred to heretofore are said by the defendants in the case to constitute orders or authorities on the part of the Commission to discontinue the railroad. Such is not the case. The Railroad Commission has never acted upon any application to discontinue the railroad further than to advise the Kentwood & Eastern Railway Company that it had no rules to prevent its discontinuance. Our letter addressed to the attorney of the Kentwood & Eastern Railway Company was simply a disclaimer of jurisdiction.

On February 9, 1918, the Chairman of the Commission addressed a letter to Mr. C. M. Tate, Mount Herman, Louisiana, in which the position of the Commission is made clear; and it is as follows:

"February 9, 1918.

"Hon. C. M. Tate, Mount Herman, Louisiana:

"Dear Sir:—With further reference to our correspondence concerning the proposed discontinuance of operations on a certain portion of its line

from Kentwood to Hackley by the Kentwood & Eastern Railway Company, I beg to enclose you herewith a copy of an opinion received this morning by the Commission from its counsel, Hon. W. M. Barrow, Assistant Attorney General. You will note that Mr. Barrow, after having carefully considered this matter, advised the Commission that it is without power or authority to interfere with the discontinuance of this line of railroad. Were the Commission vested with power in the premises, I assure you that every effort would be made to assist the people and communities affected, but, under the circumstances, it appears that there is nothing to be done.

"Deeply regretting my inability to be of service to you, I am,

"Very truly yours,

(Signed) "SHELBY TAYLOR,

"Chairman."

After the railway company notified the Commission of its intention to discontinue its operations, the Commission allowed the cancellation of the tariffs in effect so as to prevent confusion in shipments. But this was far from determining that the railroad company might discontinue its operations to the great inconvenience and discomfort of the public it served.

We are of the opinion, and hold, that the Kentwood & Eastern Railway is an important transportation facility, serving a public dependent upon it exclusively for its transportation, and that the discontinuance of this line would result in an unnecessary burden and unusual hardship on the public. The Brooks-Scanlon Company, while contending that its charter does not permit it to operate a railroad, loses sight of the fact that its officers and owners owned a railroad for a number of years; and that they bought this railroad as a going concern from another company which operated as a common carrier railroad; that from its organization until April 20, 1918, the railroad was operated without interruption, at all times serving the public and participating in both local and joint through rates. The Brooks-Scanlon Company, in order to provide for the operation of the railroad, leased it to the Kentwood & Eastern Railway Company, but we do not believe that this in any sense relieved the Brooks Scanlon Company from its obligations to operate the Kentwood & Eastern narrow gauge railroad.

While operated by the Kentwood & Eastern Railway Company, the Kentwood & Eastern Railroad exercised the power of eminent domain. It has always contended that it was important to the territory it served, having insisted before the Interstate Commerce Commission in the Tap Line Case that it was a full-fledged common carrier, serving a thickly settled territory, to and through which it was an important artery of commerce. The Commission cannot give its consent to the discontinuance of the operation of this railroad, and while in view of the circumstances, a fine does not at this time seem warranted, the Brooks-Scanlon Company will be required to operate the Kentwood &

Eastern Railroad. Nothing in the charter of the Brooks-Scanlon Company prevents this from being done.

In the lease between the Brooks-Scanlon Company and the Kentwood & Eastern Railway Company the following is the opening paragraph:

"Whereas, the party of the first part (Brooks-Scanlon Company) is the owner of a certain line of narrow gauge railroad in the State of Louisiana extending from Kentwood, in the Parish of Tangipahoa, in said Louisiana, in an easterly direction to Hackley, in said Louisiana, known as the Kentwood & Eastern Railway Company."

This, in itself, is sufficient to establish the fact that the Brooks-Scanlon Company is the real owner of the Kentwood & Eastern Railroad.

In the charter of the Brooks-Scanlon Company it is provided that "the general nature of its business shall be to manufacture, buy, sell and deal in timber, logs, lumber, building materials and other personal property; also to buy, own, lease, mortgage, sell, deal in and improve any real estate wherever situated, and to carry on any other lawful business necessary or proper for the accomplishment of the purpose of the corporation."

This language is broad enough to include the operation of a railroad, if such railroad is necessary or proper for the accomplishment of the purposes of the Brooks-Scanlon Company.

Even, however, if there be doubt as to the right of the Brooks-Scanlon Company to operate a railroad under its charter, with which conclusion we do not agree, still, nevertheless, the fact remains that the individuals owning the Brooks-Scanlon Company have in their possession a common carrier railroad, and owe a continuing duty to the public.

The premises considered, it is

ORDERED, That no fine be imposed in these proceedings, in view of the circumstances and confusion surrounding the case. It is further

ORDERED, That the Brooks-Scanlon Company, either directly or through arrangements made with the Kentwood & Eastern Railway Company, shall operate its narrow gauge line of railroad between Kentwood, Louisiana, and Hackley, Louisiana, by running mixed passenger and freight trains thereon upon such convenient schedules and upon such days as may be approved by the Commission, the said Brooks-Scanlon Company, or its lessee, to prepare and submit to the Commission for its approval, without delay, a time table showing the schedules upon which it is proposed to operate such trains. It is further

ORDERED, That the rates which were formerly in effect over the narrow gauge railroad between Kentwood and Hackley when operated by the Kentwood & Eastern Railway shall be, and are hereby, reinstated, with 25% added, the minimum carload charge to be \$15.00 per car. It is further

ORDERED, That all orders and authorities in conflict herewith be, and the same are hereby, declared cancelled, rescinded and annulled.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, August 5, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2229.

The Texas & Pacific Railway, and

J. L. Lancaster and Pearl Wight, Receivers thereof,

ex parte.

No. 27895.

**In re Discontinuing Stations at Longbridge, Black Hawk, and Ratcliffe,
Louisiana.**

This is an application filed by the Texas & Pacific Railway and J. L. Lancaster and Pearl Wight, Receivers, on July 29, 1918, asking for authority to discontinue Longbridge, Black Hawk, and Ratcliffe as agency stations on that line of railway in Louisiana.

Notice of the filing of the application was served on the communities interested; and the matter was then assigned for hearing at a session of the Commission held in Baton Rouge on August 5, 1918.

At this hearing the applicant company was represented by its Superintendent. The protestants against the granting of the application as to Black Hawk were represented by counsel; while the patrons of the other two stations which it is proposed to discontinue left the case with the Commission on the filing of petitions of protest, numerouslly signed.

Longbridge is located on the Avoyelles Branch of the applicant company's lines. Black Hawk is located on the Port Allen Branch, and Ratcliffe is on the Napoleonville Branch.

Longbridge is situated in a thickly populated agricultural territory, worked principally by small farmers, with corresponding mercantile activity at that point, and entirely dependent on the Texas & Pacific Railway for the transportation of its freight, inbound and outbound; and it appears from the record that the closing of the station at that point would result in a considerable degree of inconvenience and hardship were the patrons of this station required to handle their business to and from more distant stations.

As to the conditions at Black Hawk, they have been fully reviewed in this Commission's Order 2133, issued October 24, 1917, when a similar application was before the Commission; and it is only necessary to say in the present instance that conditions at that point, with reference to

the necessity of the maintenance of the station, have not substantially changed, and the circumstances which justified the denial of the application in the prior case are fully as potent when considered in connection with this application.

The facts developed with regard to the proposal to discontinue Ratcliffe indicate that while some little inconvenience may be caused by such action, it is not material, this community having ample transportation facilities furnished by the company at Napoleonville, but a short distance away.

For the reasons outlined above, the Commission will deny the application to discontinue Longbridge and Black Hawk, and grant it as to Ratcliffe. It is, therefore,

ORDERED, That the application of the Texas & Pacific Railway and J. L. Lancaster and Pearl Wight, Receivers, to discontinue the agency stations at Longbridge and Black Hawk be, and the same is hereby denied, and the application dismissed. It is further

ORDERED, That the application of the Texas & Pacific Railway and J. L. Lancaster and Pearl Wight, Receivers, to discontinue the agency station at Ratcliffe be, and the same is hereby granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, August 5, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2230.

Postal Telegraph-Cable Company, of Texas, ex parte.

No. 2797.

In re Discontinuance of Local Office at Crowley, Louisiana.

The Postal Telegraph-Cable Company, of Texas, operating a telegraph system within the State of Louisiana, on August 30 filed with this Commission an application for authority to discontinue its telegraph office at Crowley, Louisiana.

The application alleges (1) that the earnings of the office do not justify its continued maintenance; and (2) that the company is experiencing great difficulty in securing competent operators to handle the large volume of traffic moving over its lines at other points.

Notice of the filing of the application was served on the business interests, as well as the public officials, of Crowley.

The application was submitted to the Commission at a session held in Baton Rouge on Tuesday, September 24, 1918; and upon investigation

the Commission is convinced that no injury or inconvenience will be sustained by the granting of the application, Crowley being adequately served as to telegraph facilities by the lines of another company. The application will be granted.

The premises considered, it is, therefore,

ORDERED, That the application of the Postal Telegraph-Cable Company, of Texas, for authority to discontinue its telegraph office at Crowley be, and the same is hereby, granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, September 24, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2231.

The Texas & Pacific Railway, ex parte.

No 2800.

In re Changing Name of Station from Richard to LeMoyen

The Texas & Pacific Railway filed an application with the Commission on August 9 asking for authority to change the name of a station on its line in Louisiana, known as Richard, to LeMoyen; and attached to its application a letter from the principal users of the railway at the point in question requesting that such change be made.

It is alleged that there now exist in Louisiana two railway stations by the name of Richard, and that much confusion arises in the handling of freight matter due to this duplication in names.

The postoffice at the station in question is called LeMoyen, and it is desired to have the name of the station correspond.

No objection is made to the proposed change, and, the premises considered, it is, therefore,

ORDERED, That the application of the Texas & Pacific Railway for authority to change the name of a station on its line of railway in Louisiana from Richard to LeMoyen be, and the same is hereby, granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, September 24, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

(Seal.)

Attest. A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2232.

New Orleans & Lower Coast Railroad Company, ex parte.

No. 2804.

In re Rates on Crossties to Algiers, Louisiana.

On September 9, 1918, the New Orleans & Lower Coast Railroad Company filed its petition with this Commission asking for authority to establish a rate of 6 cents per 100 pounds on crossties from points on its line of railway to Algiers, Louisiana, minimum 40,000 pounds.

Six cents per 100 pounds is the normal rate on this traffic, and with the exception of a period of six months when a special rate of \$19.00 per car was made to take care of a particular movement, is the rate that has always been applied.

Application has been filed by the carriers with the proper body asking for authority to make the same rate effective on interstate traffic.

The matter was presented to the commission at a session held in Baton Rouge on September 24, 1918; and there appears to be no reason why the application should not be granted.

The premises considered, it is, therefore,

ORDERED, That the application of the New Orleans & Lower Coast Railway Company for authority to establish a rate of 6 cents per 100 pounds on crossties from points on its line to Algiers, Louisiana, minimum 40,000 pounds, be, and the same is hereby, granted.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, September 24, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2233.

Baton Rouge Chamber of Commerce

vs.

No. 2777.

The Yazoo & Mississippi Valley Railroad.

In re Application of Rough Rice Rates.

This case comes before the Commission on the application of the Traffic Bureau of the Baton Rouge Chamber of Commerce, and involves an interpretation of certain of the Commission's orders rather than the establishing of a rate.

Order 2067 of this Commission was issued January 25, 1917. It prescribes rates for the transportation of rough and clean rice between points in Louisiana. It likewise established milling in transit privileges, the measure of the rates having been made with due regard to the fact that milling in transit was permitted. The order cancelled all rates previously existing on rice between points within the State.

On the application of certain carriers a rehearing was granted, and on August 3, 1917, Order No. 2116, reaffirming and reinstating Order 2067, was issued, to become effective August 15, 1917.

Order No. 2116 was contested in the courts of the State by certain rice interests of the City of New Orleans. The record as made before the Commission was, in accordance with law, transmitted to the court; and, in addition thereto, new and additional evidence was introduced on the hearing of the case before the court. Under the law, after the taking of this new and additional evidence, the record was thereupon returned to the Commission by the court, for the purpose of permitting the Commission to consider the new evidence. The Commission again reviewed, in chambers, the entire record, and, on December 19, 1917, affirmed its Order No. 2116, which, in turn, affirmed Order 2067. The case then found its way, to the Supreme Court of the State of Louisiana, where the judgment of the lower court, sustaining the order of the Commission, was affirmed and the order held legal and valid.

Thereafter the Commission, on January 8, 1918, in further consideration of the record as made, in view of the fact that the Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company were not in any manner interested in milling in transit rates on rice, as provided in Order 2116, reinstating Order 2067, by reason of the fact that there are no rice mills located on either of said railroads, held that the higher scale of rates as established by Order 2067 and reaffirmed by Order 2116, were not properly applicable on these two lines, because no milling in transit privileges, as contemplated by Orders 2067 and 2116, were or could be rendered; and the Commission held further that the rates previously in effect, under which milling in transit privileges were not authorized, were reasonable and just rates for these two lines.

Therefore, the Commission in its Order 2164 cancelled as to the Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company the rates named in Order 2067, and reinstated and made effective the rates in effect prior to the issuance of Order 2067, these revived rates being those named in the Commission's Order No. 1071.

To the Commission's mind it is clear that, by the elimination of the two carriers involved in this proceeding from the terms and conditions of Orders 2067 and 2116, the rates named in the Commission's Order No. 1071 automatically, as to these carriers, became the rates legally applicable, and it is so ordered.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, September 24, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.

B. A. BRIDGES.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2234.

New Orleans & Lower Coast Railroad Company, ex parte. No. 2766.

In re Advance in Rates on Black Strap Molasses.

On April 5, 1918, the New Orleans & Lower Coast Railroad Company filed its application with the Commission for authority to apply a rate of 6 cents per 100 pounds, carloads, on black-strap or centrifugal thirds molasses from points on its line to New Orleans.

The rate being applied on this class of traffic over this line at the time of the filing of the application was 3¼ cents per 100 pounds. The company contended that the rate was unduly low, and not on the same basis as the rates carried by other lines in Louisiana.

The case was called for hearing at a session of the Commission held in Baton Rouge on May 15, 1918, when protest against the granting of the application was registered by planting and manufacturing interests along the line of railroad.

It developed at the hearing that the rate of 3¼ cents per 100 pounds was not an equitable rate for the traffic; and the applicant company and representatives of the above mentioned planting and manufacturing interests then agreed on a compromise rates of 5½ cents per 100 pounds; this rate was accordingly authorized and the carrier made it effective under the terms of this Commission's authority No. 10976-R, of date July 31, 1918.

There appears to be no good reason why the rate of 5½ cents per 100 pounds should not be made permanent, and the Commission will so order.

The premises considered, therefore, it is

ORDERED, That the application of the New Orleans & Lower Coast Railroad Company for authority to apply a rate of 6 cents per 100 pounds on black-strap or centrifugal thirds molasses from points on its line in Louisiana to New Orleans be, and the same is hereby, denied and rejected; and it is further

ORDERED, That the New Orleans and Lower Coast Railroad Company be, and it is hereby, commanded and required to establish a rate of 5½ cents per 100 pounds on black-strap or centrifugal thirds molasses from points on its line in Louisiana to New Orleans, Louisiana, in carloads.

All rates, orders, authorities or tariffs in conflict herewith are declared cancelled when this order becomes effective.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, September 24, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2235.

The Texas & Pacific Railroad, ex parte.

No. 2817.

Closing Lane Station.

The Texas & Pacific Railroad, through its Federal manager, has petitioned the Commission requesting that it be given authority to discontinue the operation of Lane Station as an agency station on its line in Louisiana.

Lane is situated in the Parish of Caddo.

The petition sets forth that the agent heretofore serving at that point has resigned from the service and that the carrier finds itself unable to replace him.

The only merchant at the point in question has acquiesced in the application of the carrier provided the usual flag stop facilities are maintained for the handling of freight.

The record discloses no objection to the granting of the application, and, the premises considered, it is

ORDERED, That the application of the Texas & Pacific Railroad for authority to discontinue Lane as an agency station on its line of railroad in Louisiana be, and the same is hereby, granted. It is further

ORDERED, That after the discontinuance of Lane as an agency station, the said Texas & Pacific Railroad shall continue said station as a flag stop for its trains, and that the usual facilities for handling freight and passengers at such flag stops shall be provided at Lane.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, November 20, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2236.

New Orleans, Natalbany & Natchez Railway Company,

ex parte.

No. 2812.

Readjustment of Passenger Fares.

The New Orleans, Natalbany & Natchez Railway Company has petitioned the Commission for authority to readjust and reissue its Passenger and Baggage Tariff No. 1-A, and in said reissue to provide a passenger fare rate of four cents per mile, with a minimum charge of five cents per passenger.

The New Orleans, Natalbany & Natchez Railway Company operates

twenty-nine miles of standard railway in the State of Louisiana, and is what is commonly known as a "short line."

This Commission, in its Order No. 654, of date March 19, 1907, stipulated that railroads over seventeen miles in length and less than forty miles in length might charge five cents per passenger per mile; and it is under the terms of this order that the applicant carrier now prays that it be permitted to make a maximum charge of four cents per mile.

Testimony was produced by the carrier, convincing to the Commission, that its operating costs, due to the abnormal conditions now existing, had reached a point where more revenue is essential if the line is to continue in operation. These conditions are so generally recognized that the Commission does not deem it necessary to discuss them here.

The proposed charge is a reasonable one, and it does not appear to have met with any opposition on the part of the patrons of the line, as the record discloses no protest, nor did any person appear as a protesting witness at the hearing of the case in Baton Rouge on November 19, 1918.

The premises considered, it is

ORDERED, That the New Orleans, Natalbany & Natchez Railway Company be, and it is hereby, authorized and permitted to reissue its Passenger and Baggage Tariff No. 1-A; and in said tariff to publish a rate of four cents per mile per passenger between points on said line of railway in the State of Louisiana, with a minimum charge of five cents per passenger.

All orders, rates, or authorities in conflict herewith are hereby declared cancelled, null and void and of no effect when this order becomes effective.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, November 20, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.

B. A. BRIDGES.
JOHN T. MICHEL.

(Seal.)

Attest. A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2237.

Kentwood, Greensburg & Southwestern Railway Company,
ex parte.

No. 2811.

Readjustment of Passenger Fares.

Availing itself of the provisions of this Commission's Order No. 654, dated March 19, 1907, which provides that

"* * * Railroads over three miles long and less than seventeen miles long may charge six cents per mile," the applicant carrier, Kentwood, Greensburg & Southwestern Railway Company, has applied to the Commission for authority to reissue its Passenger and Baggage Tariff No. 1-A, in which is carried a rate of three cents per passenger per mile, and in said reissue to carry a rate of four cents per passenger per mile, with a minimum charge of five cents per passenger.

The application was heard at a session of the Commission held in Baton Rouge on Tuesday, November 19, 1918, when the case of the applicant was presented. The record discloses no protest on the part of the patrons of the line.

The Company alleges that while it has never taken advantage of the maximum rate permitted to be charged by it under the order just referred to, it now finds its revenues insufficient to permit it to properly operate; and it asks to be authorized to increase its rate of passenger fare by one cent per mile.

Even though operating costs, due to existing conditions, had not risen to a hitherto figure, under the plain terms of the Order 654 as referred to, the carrier would plainly be entitled to base its passenger fares as provided for therein; and, under the circumstances the Commission is of the opinion that the advance is a just one.

The premises considered, therefore, it is

ORDERED, That the Kentwood, Greensburg & Southern Railway Company be, and it is hereby, authorized and permitted to reissue its Passenger and Baggage Tariff No. 1-A; and in said tariff to publish a rate of four cents per mile per passenger between points on said line of railway in the State of Louisiana, with a minimum charge of five cents per passenger.

All orders, rates or authorities in conflict herewith are hereby declared cancelled, null and void and of no effect when this order becomes effective.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, November 20, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2238.

Alexandria & Western Railway Company, ex parte.

No. 2802.

In re Minimum Per Car Charges.

The Alexandria & Western Railway Company has filed a petition with the Commission, dated August 19, asking that the Commission

authorize for its line a minimum per car charge of \$15.00 on all movements, regardless of the commodity or length of haul involved. The case was heard on September 24, 1918.

The company bases its application upon the fact that the Commission in its Order No. 2216 fixes certain minimum car charges for short lines within the State; while in its Order No. 2228, in the matter of Railroad Commission of Louisiana vs. Kentwood & Eastern Railway Company and Brooks-Scanlon Company, a flat minimum of \$15.00 per car is fixed for all traffic. The carrier contends that all short lines should be put on a parity as to these per car charges.

The conditions are in no wise analogous. Order No. 2228 has reference only to a small portion of the Kentwood & Eastern Railway, being that part of the line between Kentwood and Hackley, Louisiana, known as the narrow gauge line.

The Kentwood & Eastern Railway Company abandoned the operation of this narrow gauge line, and when cited to show cause why it should not be required to resume operations, among other defenses set up the fact that the traffic on the line as so light that a heavy deficit would be accumulated were it to attempt to continue to operate the railway.

The Commission, in its order in the matter, took into consideration the tonnage over and the revenue of the Kentwood & Eastern Railway's narrow gauge line, and in order that the revenue might be enhanced as much as possible, gave the company specific authority to apply a \$15.00 per car minimum charge on all movements.

The application of the Alexandria & Western Railway Company discloses no such condition as confronted the operators of the Kentwood & Eastern Railway, and the application, therefore, will be denied.

The premises considered, it is

ORDERED, That the application of the Alexandria & Western Railway Company for authority to establish a minimum charge of \$15.00 per car on all traffic over its line of railway in Louisiana be, and the same is hereby denied, and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, November 20, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2239.

American Railway Express Company, ex parte.

No. 2806.

In re Rates on Fruit from New Orleans to Jennings.

The American Railway Express Company has filed an application with the Commission for authority to cancel a special rate of 66 cents per 100 pounds on fruit from New Orleans to Jennings, Louisiana, and to apply in its stead a rate of 88 cents. The rate of 66 cents is carried in Section 3 of the company's tariff L. R. C. No. 5, which names special and commodity rates between various points in the State.

The application is predicated on a complaint brought to the attention of the carrier by a fruit dealer in Rayne, to the effect that at Rayne, a point intermediate to Jennings from New Orleans, there is in effect a rate of 88 cents per 100 pounds on the same commodities. The case was called for hearing at Baton Rouge at a session of the Commission held on November 19, 1918, at which interested parties were represented.

The history of the 66-cent rate, so far as it is possible to trace it, indicates that this rate was made to meet water competition on these commodities, via various waterways from New Orleans and the Mermentau River, and the influence of this water competition is reflected somewhat in a lower scale carried to points some distance further west. This condition has been recognized for many years by the carriers operating into this territory, and there does not appear at this time to be any justification for disturbing the adjustment.

The premises considered, therefore, it is

ORDERED, That the application of the American Railway Express Company for authority to cancel that item in its tariff L. R. C. No. 5 naming a rate of 66 cents per 100 pounds on fruit from New Orleans to Jennings, and to supply in its stead a rate of 88 cents per 100 pounds, be, and the same is hereby denied, and the case dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, November 20, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2240.

Louisiana & Northwest Railroad, ex parte.

No. 2813.

Readjustment of Rates on Petroleum and its Products.

The Louisiana & Northwest Railroad has filed with the Commission an application for authority to apply on movements of petroleum

and petroleum products from points on Federal controlled lines, as well as movements locally between points on its line of railroad in Louisiana, the same basis of rates as has been prescribed for movements of these commodities wholly between points on lines under Federal control.

The matter was placed on the docket of the Commission and was taken up and heard at a session of the Commission held in Baton Rouge on November 20, 1918. No opposition developed to the proposed readjustment. It is, therefore,

ORDERED, That the Louisiana & Northwest Railroad be, and it is hereby, authorized and required to amend its tariffs naming rates from points on lines under Federal control on petroleum and its products, when moving to points on the Louisiana & Northwest Railroad; and when moving between points on the Louisiana & Northwest Railroad, so as to conform to the basis named in Freight Rate Authority No. 96, issued by the Director General of Railroads on July 24, 1918.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, November 20, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2241.

Green-Shoemaker Company, Ltd.,

vs.

No. 2820.

The Morgan's Louisiana & Texas Railroad.

Rates on Sugar from Louisiana Producing Points to Crowley.

Complaint is made in this case by the Green-Shoemaker Company, Ltd., wholesale grocers located at Crowley, Louisiana, that the Morgan's Louisiana & Texas Railroad and the Louisiana Western Railroad have made overcharges on certain shipments of sugar, C. L., as follows:

From Labadleville, Louisiana, to Crowley, Louisiana, shipped on November 11, 1918; arrived at Crowley November 18, 1918, car S. A. L. 27866.

From Labadleville to Crowley, Louisiana, shipped November 20, 1918; arrived at Crowley December 2, 1918; car C. M. & St. P. 202427.

By assessing a freight rate of 45 cents per 100 pounds on the total weight of the two cars, as follows:

Car C. M. & St. P. 202427.....	74,000 pounds
Car S. A. L. 27866.....	30,066 pounds

104,066 pounds

the freight charges being \$342.99 on one car and \$166.85 on the other, or a total on the two cars of \$509.85.

It is contended that the correct freight rate to have applied was 21.5 cents per 100 pounds, this being the rate in effect at the time the shipment moved, with 25% added. The authority for the rate of 17 cents is M. L. & T. R. R. & S. S. Co., and Louisiana Western R. R. Co., Local Special No. 2258-B, authorized by the Commission and filed according to law. The tariff provides in Item No. 10 that:

"From points not named in tariff but which are directly intermediate with points having specific rates, the rate to apply will be the rate from the next more distant point from which a specific rate is published on the same line. To points not named in tariff, but which are directly intermediate with points having specific rates, the rate to apply will be the rate to the next more distant point to which a specific rate is published on the same line."

Item 21, Index No. 24, provides that:

"Item 21, Sugar, carload minimum weight as noted in individual items. R. R. Com. of La. Authy. Nos 5385 and 6602.

M. L. & T. R. R. and La. W. R. R. Stations as shown in Circular No. 434-E, I. C. C. No. 2471-B, supplements thereto and reissues thereof (except Algiers, Gretna and New Orleans, La.)

To	Rate in cents per 100 lbs., except as noted in individual items.
Alexandria, La.	h-17
Lake Charles, La.	h-17

The proper rate to apply under the tariff named from M. L. & T. R. R. and Louisiana Western R. R. stations, as shown in M. L. & T. R. R. Circular No. 24-71-B, from Labadieville to Lake Charles is 17 cents per 100 pounds, subject to a 25% advance; and Crowley, being intermediate, should not take a higher rate than Lake Charles.

The correct rate to have applied on the shipments in question is, therefore, 21.5 cents per 100 pounds, this being the 17-cent rate above referred to applying to Lake Charles and intermediate stations from Labadieville and intermediate stations. It is, therefore,

ORDERED, That the Morgan's Louisiana & Texas Railroad and the Louisiana Western Railroad be, and they are hereby, commanded and required within fifteen days from the date hereof, to refund to Green-Shoemaker, Ltd., of Crowley, Louisiana, 23.5 cents from Labadieville to Crowley as hereinabove specified, this being the overcharge above the legally authorized and published rate to apply on such shipments.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, December 17, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2242.

Railroad Commission of Louisiana

vs.

No. 2819.

The Director General of Railroads, and

The Texas & Pacific Railway and the Receivers Thereof.

In re Train Service on the Port Allen Branch.

This proceeding was instituted by the Commission on its own motion against the defendants above named, and grows out of constant and persistent complaint to the Commission by patrons of the Texas & Pacific Railroad living on the branch line thereof known as the Port Allen Branch against the totally inadequate and insufficient passenger train service now rendered by the defendant carrier on that branch.

On December 5, 1917, representatives of the Texas & Pacific Railway and its receivers appeared before the Commission and presented an application contemplating a severe reduction in the passenger train mileage of that line in Louisiana. Among the trains the carrier indicated that it was necessary to discontinue were trains numbers twenty (20) and twenty-nine (29), then operating between Addis and Ferriday, Louisiana.

The application for authority to reduce train service on the carrier's line in this State was primarily based on the then acute shortage of coal. This shortage was not peculiar to the Texas & Pacific Railway, but it existed to practically as great a degree on almost all lines of railway in the Southwest.

As a result of the hearing on December 5, 1917, which was convincing to this Commission that relief along the lines prayed for was necessary, Order No. 2150, dated December 5, 1917, was issued. This order permitted not only the discontinuance of the trains here involved, but a number of others. It was fully realized by the Commission at that time that inconvenience and discomfort would follow the discontinuance of many of the trains, but it appeared that the fuel situation at that time was so alarming as to make this procedure necessary.

The Commission, in its Order 2150, said:

"* * * That after the suspension or modification in the train service, if it should become necessary, the Receivers shall restore the

service as soon as conditions justify such action, and the Commission reserves the right to order the restoration of the service on notice to and hearing of the Receivers." * * *

Accordingly, at the request of great numbers of persons living on the Port Allen Branch, this Commission, on November 7, 1918, issued its citation against the defendants above named to appear before the Commission at Baton Rouge on November 19, 1918, to show cause why an order should not be issued requiring the restoration of the trains involved, previous attempts to amicably adjust the matter through personal conference with the proper officials having failed.

The hearing was attended by representatives of the carrier and a number of persons representing communities interested in the restoration of the service.

It is beyond question that the service presently rendered by the defendant carrier in the territory between Addis and Torras is so inferior as to make it practically negligible. This section of the country is thickly populated and it is entirely dependent on this line of railroad for passenger transportation.

For these reasons, and because there has been no showing that the conditions existing at this time are at all comparable with those existing at the time the Commission permitted the service to be temporarily discontinued, a restoration of the service between Addis and Torras will be ordered.

It is, therefore,

ORDERED, That the Texas & Pacific Railway, and its Receiver, and J. L. Lancaster, Federal Manager of the Texas & Pacific Railroad, be, and they are hereby, commanded and required to operate, in addition to the present service, between Addis, Louisiana, and Torras, Louisiana, daily passenger trains, on approximately the same schedules as were maintained by trains numbers twenty (20) and twenty-nine (29) between Addis and Torras; and to continue the operation of said trains until further ordered by this Commission.

It is further

ORDERED, That this order shall become effective on and after December 29, 1918.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, December 17, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2243.

Morgan's Louisiana & Texas Railroad, ex parte.

No. 2818.

In re Discontinuance of Trains 807 and 808 Between Lafayette and Alexandria, Louisiana.

The Morgan's Louisiana & Texas Railroad filed with the Commission on October 18, 1918, an application for authority to discontinue its trains numbers 807 and 808, now operating between Alexandria and Lafayette, Louisiana. In its application the carrier alleges that the earnings are not sufficient to justify the continued operation of the trains, and that little or no inconvenience would be suffered by the public in the event the trains were permitted to be discontinued.

In line with its general attitude throughout the entire period of the war, realizing the necessity for conserving service wherever possible, before placing the matter on its docket for formal hearing and investigation, at the suggestion of the applicant, the Commission directed inquiries to various communities and individuals who would be affected by a discontinuance of the trains involved, requesting an expression of views on the application. As a result of this preliminary investigation the Commission was convinced that such serious opposition existed to the proposed discontinuance that the matter was placed on the formal docket for hearing and notice served on all interested parties that the matter would be taken up for consideration at a session of the Commission to be held in Baton Rouge on Wednesday, November 20.

The case was accordingly heard. The carrier was represented, and likewise various institutions and commercial organizations and individuals presented their views to the Commission in the premises.

It may be said here that while the present application, on the face of the papers, is a new and original proceeding before the Commission, as a matter of fact it is hereby a continuation of a long series of hearings before the Commission, as well as the subject of some litigation between the Commission and the carrier.

On January 27, 1916, after a thorough hearing, the Commission being convinced that the service then operated between Lafayette and Alexandria was inadequate, issued its Order 1965, under which the service as operated at this time was required to be instituted. The carrier contested in the courts of the State the legality and propriety of the order, which, it may be said in passing, only required that the trains be operated for a period of six months, as a test. The litigation terminated in favor of the Commission and the trains were put in operation. At the expiration of the six months period, availing itself of the provision of Order 1965 above referred to, made application to the Commission for authority to discontinue the trains, alleging that they were a source of loss. The testimony as to the question of loss failed to sustain the contention, and the application was accordingly dismissed in Order 2151.

A more complete history of the operation of and necessity for the trains in question is given in the orders referred to.

It is patent to the Commission, from the testimony adduced at the hearing in the instant case, that the discontinuance of the trains involved would work a severe and unjust hardship on the communities along the line, and this is particularly true as to Alexandria. The elimination of these trains would result in a practical abandonment of the line, as a passenger service, in its effect on Alexandria and various other communities.

The Commission, prior to the hearing, was in receipt of a number of communications from various individuals, practically all of whom lived on the southern end or near the southern terminus of the branch, acquiescing in the discontinuance of the trains; but the Commission cannot believe that they weigh as heavily as the many protests against the proposed discontinuance.

For these reasons an order will be entered dismissing the application. It is, therefore,

ORDERED, That the application of the Morgan's Louisiana & Texas Railroad for authority to discontinue its trains numbers 807 and 808 between Lafayette, Louisiana, and Alexandria, Louisiana, be, and the same is hereby, denied, and the proceedings dismissed.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, December 17, 1918.

Commissioners:

SHELBY TAYLOR,
Chairman.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,
Secretary.

Order No. 2244.

Mutual Transportation Company, et al., ex parte.

No. 2816

Readjustment of Rates on Sugar and Molasses from Points on the Mississippi River, Angola and South, to New Orleans, Louisiana.

This proceeding comes before the Commission through an application filed by the Mutual Transportation Company, the Ouachita Transportation Company, the Carter Packet Company and the Bradford Transportation Company, all operating boats in the Mississippi River trade in Louisiana, for authority to advance the rates on sugar and molasses from points on the Mississippi River, Angola and south, to New Orleans. The Commission is asked in the petition to prescribe rates on a per barrel basis on both commodities. Heretofore these water lines have handled sugar in barrels at a stated rate per 100 pounds, while molasses, moving in the same way, has been carried at stated rates per barrel. The proposed readjustment involves slight increases on both commodities.

The application was filed on October 11, 1918, and regularly placed on the Commission's docket for hearing and disposition; but subse-

quently, on October 28, 1918, on a showing made by the applicant carriers that they were confronted with an emergency situation, and that immediate relief was necessary, the Commission issued its Authority No. 10994-S, giving to these carriers permission to apply the advanced rates, but stipulating that in the event objection was filed the application would be taken up and a hearing held thereon, at which all interested parties might present their views. Such objections were filed, and, accordingly, the case was heard at a session of the Commission held in Baton Rouge on November 20, 1918, at which the applicant carriers and various shipping interests were present and heard.

Statements of earnings and expenses of the boats involved are of record in this proceeding, and it is quite clear that there is pressing need for additional revenue if these carriers are to remain in the service. Without analyzing these figures in detail in this order, it is sufficient to say that they are convincing to the Commission that these boats as now operated, in view of the high cost of all materials and factors entering into their operation, are not receiving sufficient remuneration to insure their being continued in the service. The record indicates that there is a general and continued diminution of tonnage of general merchandise; and that as to the upstream traffic the boats are running practically without cargoes. It has been the policy of this Commission, because of its realization of the paramount necessity for river service, to permit advances in water rates whenever it has been shown that such advances are necessary, and we are of the opinion that unless the increased revenue necessary to the continuance of these lines in the service comes from those commodities which constitute the major portion of the tonnage that there will be a quick retirement of the boats from the service. The Commission is unwilling to see this brought about, and as the advances prayed for are but nominal, the application will be granted. It is, therefore,

ORDERED, That the Mutual Transportation Company, the Ouachita Transportation Company, the Carter Packet Company and the Bradford Transportation Company be, and they are hereby, authorized and required to amend their tariffs by charging rates not higher than 60 cents per barrel on sugar and \$1.10 par barrel on molasses from points on the Mississippi River in Louisiana, Angola and south, to New Orleans, Louisiana. It is further

ORDERED, That all rates, authorities and tariffs heretofore in effect on these commodities between these points be, and they are hereby, declared cancelled, null and void when this order becomes effective.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, December 17, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2245.

Citizens of Livingston Parish

vs.

No. 2807

Garyville Northern Railroad Company.

In re Depot Facilities at Frost.

By petition filed with the Commission on September 20, 1918, a number of persons alleging themselves to be patrons of the Garyville Northern Railroad, and residing at or near a point on that line of railway known as Frost, in Livingston Parish, ask that an order be entered by the Commission requiring the defendant railway to construct and maintain a structure at Frost for the handling of freight and passengers.

The case was called for hearing at a session of the Commission held in Baton Rouge on November 19, 1918, when witnesses were heard in behalf of the petitioner and defendant carrier.

The Garyville Northern Railroad is a line of railway extending from Garyville, Louisiana, where it connects with the Yazoo & Mississippi Valley Railroad, in a substantially northern direction, to a point known as Livingston, situated on the Baton Rouge, Hammond & Eastern District of the Yazoo & Mississippi Valley Railroad.

It is true, as is indicated by the record, that the territory served by this line is, as yet, largely undeveloped, but the railway has assumed certain responsibilities and obligations as a common carrier, and those obligations it must meet. Frost, it appears from the testimony, is the railway shipping and receiving point for a considerable territory, and while it does not appear, from the record, that the defendant company has done any considerable volume of business at that point in the past, it is doubtless due to the fact that there are no facilities present at this time to handle such business. The testimony is that the freight traffic to and from the point in question is handled at points on the line of the Baton Rouge, Hammond & Eastern Railroad because of the lack of facilities at Frost.

It is clear to the Commission that petitioners are entitled to some relief, and an appropriate order will be entered. It is, therefore,

ORDERED, That the Garyville Northern Railroad Company, defendant, be, and it is hereby, commanded and required to submit to this Commission within thirty days from the date of this order plans for a freight and passenger shelter to be built at Frost, Louisiana, and that within sixty days from the date of approval of such plans by this Commission that said shelter be erected and opened for the use of the public.
BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, December 17, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

Order No. 2246.

At a general session of the Railroad Commission of Louisiana, held in its office this day, present:

SHELBY TAYLOR, Chairman;

JOHN T. MICHEL, Commissioner;

the Commission having under consideration its revocation of the authority heretofore granted the Morgan's Louisiana & Texas Railroad permitting the said Morgan's Louisiana & Texas Railroad to stop its passenger trains numbers 805 and 806 at Cheneyville, except when said trains failed to make connection with the trains of the Texas & Pacific Railroad at Cheneyville; and the said Morgan's Louisiana & Texas Railroad and its officials having agreed with the Commission that in case said service did not prove satisfactory the said trains numbers 805 and 806 would be operated into and out of Alexandria, and the said service having been shown to be unsatisfactory in every respect, inconvenient and burdensome upon the public; now, therefore, it is

ORDERED, That the revocation of the said authority be, and the same is hereby, ratified and affirmed; and the said Morgan's Louisiana & Texas Railroad is hereby commanded and required to operate the said trains numbers 805 and 806 into and out of Alexandria, Louisiana, and to carry passengers and baggage thereon.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, December 17, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

APPENDIX C

**Index---Digest of All Orders Issued Since
the Organization of the Commission
to January 1st, 1919**

INDEX—DIGEST

To Points Decided by the Commission Since Its Organization to January 1, 1919.

Orders 1 to 65, printed in full, in First Annual Report.
Orders 66 to 153, printed in full, in Second Annual Report.
Orders 154 to 190, printed in full, in Third Annual Report.
Orders 191 to 278, printed in full, in Fourth Annual Report.
Orders 279 to 326, printed in full, in Fifth Annual Report.
Orders 327 to 420, printed in full, in Sixth Annual Report.
Orders 421 to 488, printed in full, in Seventh Annual Report.
Orders 489 to 618, printed in full, in Eighth Annual Report.
Orders 619 to 835, printed in full, in Ninth Annual Report.
Orders 836 to 961, printed in full, in Tenth Annual Report.
Orders 962 to 1087, printed in full, in Eleventh Annual Report.
Orders 1088 to 1224, printed in full, in Twelfth Annual Report.
Orders 1225 to 1352, printed in full, in Thirteenth Annual Report.
Orders 1353 to 1497, printed in full, in Fourteenth Annual Report.
Orders 1498 to 1665, printed in full, in Fifteenth Annual Report.
Orders 1666 to 1850, printed in full, in Sixteenth Annual Report.
Orders 1851 to 1962, printed in full, in Seventeenth Annual Report.
Orders 1963 to 2059, printed in full, in Eighteenth Annual Report.
Orders 2060 to 2163, printed in full, in Nineteenth Annual Report.
Orders 2164 to 2246, printed in full, in Twentieth Annual Report.

DECISIONS AND ORDERS.

Issued by the Railroad Commission Since Its Organization, December, 1898, to January 1, 1919.

Abandonment of Tracks.

K. C. S. Ry. Co. allowed to abandon part of Lake Charles Branch.
Order No. 161. Issued May 23, 1901.

The N. & W. Ry. Co. allowed to abandon portion of track. Order
No. 554. Issued August 6, 1906.

T. & G. Ry. Co. abandoned portion of track in order to straighten
road. Order No. 711. Issued June 1, 1907.

Railroad Commission of Louisiana vs. La. & Sou. R. R. Co. Dis-
missed. Order No. 628. Issued January 10, 1907.

Citizens of Cherry Ridge vs. Ark. & S. E. R. R. Co. Dismissed.
Order No. 679. Issued March 19, 1907.

Boston & Little River Railway Co. granted permission to remove track between Selma and Boston. Order No. 971. Issued January 27, 1909.

K. G. & Swn. Ry. Co. granted permission to remove that part of its track beyond Nettles. Order No. 1155. Issued June 30, 1910.

Abandonment of track. Removal of rails, Pyburn Branch, Tremont & Gulf Ry. Co. Order No. 1851. Issued January 12, 1915.

Abandonment of track from Fayette to Camp Curtis. La. Pac. Ry. Granted. Order No. 1927. Issued September 14, 1915.

Abandonment of track west of Woodworth, La. Woodworth & La. Cent. Ry. Granted. Order No. 1985. Issued April 26, 1916.

Abandonment of track from Pineville to Ems. L. R. & N. Co. Granted. Order No. 2049. Issued October 17, 1916.

Discontinuance of line of N. U. & R. Ry. from Cartney to Hinton, La. Order No. 2177. Issued February 19, 1918.

Operation of narrow gauge railroad between Kentwood and Hackley. K. & E. R. R. Order No. 2228. Issued August 5, 1918.

**Agencies Established or Discontinued. (See Also Depots;
Also Flag Station.)**

Agency at Albany. Denied. Y. & M. V. R. R. Order No. 1217. Issued December 21, 1910.

Closing ticket office at Alberta. L. & A. Ry. Granted. Order No. 1931. Issued September 15, 1915.

Depot and agency at Alma. C., R. I. & P. R. R. Co. Order No. 1656. Issued December 3, 1913.

At Alsatic, complainant vs. St. L., I. M. & S. Ry. Co. Dismissed. Order No. 702. Issued June 1, 1907.

Application for discontinuance of Atlanta as agency station. Granted. Order No. 1460. Issued September 27, 1912.

Application to discontinue ticket agency at Anchorage. M. L. & T. R. R. & S. S. Co. Granted. Order No. 1826. Issued November 24, 1914.

Express agency at Ansley. U. S. Express Co. Ordered established. Order No. 1325. Issued October 26, 1911.

Application to close agency at Ayers by K. C. S. Ry. Granted. Order No. 1446. Issued September 26, 1912.

Bayou Sara. Agent to be placed in charge of Bayou Sara depot, when completed by L. R. & N. Co., before June 30, 1909. Order No. 965. Issued January 27, 1909.

Bentley. Agent not required. Order No. 957 amended. Order No. 967. Issued January 27, 1909.

Application to discontinue ticket office at Bob Acres. Granted. M. L. & T. R. R. & S. S. Co. Order No. 1817. Issued November 24, 1914.

Bon Ami. Discontinuance of telegraph office. K. C. S. Ry. and Western Union. Order No. 1934. Issued October 19, 1915.

Breville. Discontinuance of station at Breville. T. & P. Ry. Granted. Order No. 1926. Issued September 14, 1915.

At Boutte. L. & T. R. R. Co. employed an agent and complaint dismissed. Order No. 283. Issued July 26, 1903.

Branch Station. Petition of the O. G. & N. E. R. R. Co. Denied. Order No. 878. Issued April 24, 1908.

Application for discontinuance of agency station at Branch by O. G. & N. E. Denied. Order No. 1429. Issued June 26, 1912.

At Brockdale, K. & E. R. R. Petition to discontinue granted. Order No. 461. Issued June 11, 1905.

Bush Agency discontinued. Order No. 1424. Issued June 26, 1912.

Ticket Agency. Re-establishment of ticket agency at Calvin. Denied. La. & Ark. Ry. Order No. 1956. Issued December 13, 1915.

Discontinuance of agency at Chacahoula. Denied. Order No. 2227. Issued August 5, 1918.

Application for authority to discontinue Chevy Chase, Dayton, Sylvania, Fay, Paty and Stacey. Denied. L. & A. Ry. Order No. 2180. Issued February 19, 1918.

Authority to discontinue Clifford, Moore, Moreaux as flag stops. L. & A. Ry. Order No. 2180. Issued February 19, 1918.

Petition for depot and agency at Chase, La. St. L., I. M. & S. Ry. Co. Order No. 1575. Issued May 28, 1913.

Application to close ticket office at Cold Water, La. L. & A. Ry. Co. Granted. Order No. 1436. Issued July 25, 1912.

Discontinuance of Conrad. L. R. & N. Co. Granted. Order No. 1715. Issued April 28, 1914.

At Converse. K. C. S. Ry. required to install agent within thirty days. Order No. 389. Issued September 22, 1904.

Application to discontinue agency at Cumnock. N. O. G. N. R. R. Co. Order No. 1589. Issued July 21, 1913.

Dayton station reinstated. L. & A. Ry. Order No. 2201. Issued April 17, 1918.

Eola. Business at Eola not sufficient to justify the employment of an agent. Order No. 889. Issued June 4, 1908.

Re-establishment of Fay as a flag station. L. & A. Ry. Case dismissed. Order No. 2213. Issued June 26, 1918.

Agency at Fournet discontinued. M. L. & T. R. R. & S. S. Co. Order No. 1525. Issued March 25, 1913.

Stations. Discontinuance of Frenier as agency station. Granted. I. C. R. R. Order No. 1948. Issued November 16, 1915.

Application to discontinue Frey as a commission ticket agency. M. L. & T. R. R. & S. S. Co. Granted. Order No. 1740. Issued May 26, 1914.

Depot and agency at Fryeburg. L. & A. Ry. Co. Order No. 1546. Issued April 17, 1913.

Night agent at Georgetown station. L. & A. Ry. Co. and St. L., I. M. & S. Ry. Co. Order No. 1243 (amending Order No. 1228). Issued February 23, 1911.

At Glencoe, M. L. & T. R. R. Co. employed agent and case was dismissed. Order No. 278. Issued April 21, 1903.

At Grappes Bluff, La. Ry. & Nav. Co. Petition for agent denied and dismissed. Order No. 455. Issued June 29, 1905.

Closing station at Grosse Tete. M. L. & T. R. R. Order No. 2221. Issued July 23, 1918.

Petition for depot and agency at Gurley, Y. & M. V. R. R. Co. Order No. 1554. Issued May 27, 1913.

Agency station at Haile. Case dismissed. Order No. 1469. Issued October 17, 1912.

At Jamestown, La. & Ark. Ry. Co. Permission given to close agency, but station to remain and continue as a flag stop. Order No. 344. Issued April 5, 1904.

Changing name of Jeffris station to Willetts. Order No. 2215. Issued June 29, 1918.

Ticket agency at Johnson closed. T. & P. Ry. Order No. 1954. Issued December 13, 1915.

Discontinuance of agency station at Juanita. K. C. S. Ry. Granted. Order No. 1978. Issued March 14, 1916.

Juanita discontinued as a flag stop. Order No. 2173. Issued February 19, 1918.

Closing Lane station. T. & P. Ry. Order No. 2235. Issued November 20, 1918.

Discontinuing stations at Longbridge, Black Hawk and Ratcliffe, on Texas & Pacific Ry. Order No. 2229. Issued August 5, 1918.

In the matter of changing location of depot from Logtown to a point three-quarters of a mile south and placing an agent in charge of same. St. L., I. M. & S. Ry. Co. Order No. 1620. Issued September 26, 1913.

Discontinuance of agent and telegraph service at Loring Louisiana, K. C. S. Ry. Co. Order No. 1524. Issued March 25, 1913.

At Longstreet, H. & S. R. R. Co. Company having complied with demands of petition, case was dismissed. Order No. 243. Issued November 20, 1902.

Application to discontinue ticket agency at Manske. N. O. G. N. R. R. Co. Granted. Order No. 1237. Issued February 23, 1911.

Establishing a telegraph office and maintaining an operator at McManus, La. Y. & M. V. R. R. and Postal Telegraph Company. Order No. 1479. Issued November 13, 1912.

Changing name of Montegut station at LaPlace. Order No. 2214. Issued June 26, 1918.

Changing name of Nettle station to Prairieville. L. R. & N. Order No. 2211. Issued June 3, 1918.

Night agency at New Verda. Denied. L. R. & N. Co. Order No. 1182. Issued September 30, 1910.

Agency. Night agency at Pelican established. T. & P. Ry. Order No. 1877. Issued February 23, 1915.

Re-establishment of flag station at Phillips. L. R. & N. Order No. 1933. Issued October 19, 1915. Cancelling Order No. 1928.

Paloma and Seigen reinstated as flag stops on L. R. & N. Order No. 2181. Issued February 20, 1918.

Agency at Ramos. Discontinued. M. L. & T. R. R. & S. S. Co. Order No. 1526. Issued March 25, 1913.

Application to close Randolph as a freight agency station and instead install ticket agent. Denied. C., R. I. & P. Ry. Co. Order No. 1820. Issued November 24, 1914.

Roberts. Application to abandon prepay station and remove side track. G., C. & S. F. Ry. Co. Granted. Order No. 1796. Issued October 20, 1914.

At Rochelle, St. L., I. M. & S. Ry. Co. Petition to move agent from Tullos to Rochelle denied and dismissed. Order No. 805. Issued October 31, 1907.

Application to discontinue Ruddock as an agency station on I. C. R. R. Granted. Order No. 1402. Issued April 10, 1912.

Changing name of Rhineland station to Judd. N. O., T. & M. Ry. Order No. 2218. Issued July 23, 1918.

Changing name of station from Richard to LeMoyen. Order No. 2231. Issued September 24, 1918.

Authority to close Roosevelt as an agency station. Denied. M. P. R. R. Order No. 2200. Issued April 16, 1918.

At Shelburn, M. H. & L. R. R. Co. Agency established before January 1, 1908. Order No. 831. Issued December 17, 1907.

Stevenson. Application for authority to close agency at Stevenson, St. L., I. M. & S. Ry. Co. Granted. Order No. 1799. Issued October 21, 1914.

At Stonewall, T. & P. Ry. Co. Revenue does not warrant maintenance of a regular agency. Party is employed to meet all trains. Order No. 84. Issued August 2, 1900.

At Stonewall, T. & P. Ry. Co. Order to employ competent white man to act as agent within fifteen days. Order No. 236. Issued November 20, 1902.

Discontinuance of agency station at Toomley, La., on Louisiana Western. Granted. Order No. 1383. Issued February 29, 1912.

Tullos agency station discontinued. St. L., I. M. & S. Ry. Order No. 2218. Issued July 23, 1918.

Vaughan. Citizens of Vaughan vs. New Orleans & Northwestern R. R. Co. Denied. Order No. 905.

Establishment of agency station at Walker, La. Dismissed. Y. & M. V. R. R. (B. R., H. & E. Division). Order No. 1530. Issued April 14, 1913.

At Whiteville, M. L. & T. R. R. Co. Adjusted by company employing an agent. Order No. 282. Issued June 26, 1903.

At Willow Chute, St. L. S. W. Ry. Co. Petition to establish agency temporarily granted. Order No. 165. Issued August 21, 1901.

Wingate. Application to abandon prepay station and remove side track. G., C. & S. F. Ry Co. Granted. Order No. 1796. Issued October 20, 1914.

Changing name of Witten station to Duplessis. L. R. & N. Order No. 2217. Issued July 23, 1918.

Annual Reports.

Annual reports required to be filed on or before September 1, of each year, these reports to cover the fiscal year ending June 30 of each year. Order 8. Issued June 23, 1899.

By resolution the time for filing annual reports was extended until September 15 of each year.

Complaint against K. & E. R. R., N. O. G. N. Ry. Co., M. & S. W. Ry. Co., Z. & N. E. R. R. Co. Case dismissed against the N. O. & N. Ry Co. and the Z. & N. E. R. R. Co., they having filed reports. Order No. 636. Issued January 10, 1907.

Complaint against Basile Juresich, Steamer Gem et al. Case dismissed upon boats filing reports with Commission. Order No. 637. Issued January 10, 1907.

Complaint against Bernice Telephone Exchange et al. Case dismissed against Bernice Telephone Exchange and Harris & Proctor Telephone Line and Western Telephone Company. Order No. 638. Issued January 10, 1907.

Complaint against Ark. S. E. R. R. Co. et al. Discontinued and dismissed. Order No. 825. Issued November 26, 1907.

Period covered in Annual Reports changed. Order No. 2062.

Not filing annual reports, launches Astor, Gem and Protector. Order No. 2220. Issued July 23, 1918.

Asphalt, Etc.

Rates on asphalt, carloads, oil, crude, in tank cars only, and pitch and tar in barrels. Rates established. All railroads. Order No. 1838. Issued December 15, 1914.

Authorities for Rates.

All authorities for Rates issued by the Commission may be made effective at once, or as soon after date of issuance as possible, but in no case later than ten days after date of issuance. Order No. 548. Issued August 6, 1906.

Baggage. (See also Excess Baggage.)

Rates established for Louisiana & Northwest Railroad. Order No. 78. Issued June 29, 1900. (Cancelled by Orders Nos. 393 and 394.)

Petition for change in rates. La. & N. W. R. R. Co. Petition denied. Rates considered fair and equitable. Order No. 302. Issued September 20, 1903.

Uniform rates for transportation of excess baggage and drummers' samples, by railroads, between points in Louisiana, established. Order No. 353. Issued October 8, 1904. (Amended by Order No. 394.)

Rates established on basis of 12 cents per hundred pounds for 34 miles and under, and 12 per cent of first-class ticket rate for distances over 34 miles, with a minimum charge of 25 cents. Order No. 394. Issued October 8, 1904.

Refusing to load baggage except on payment of fee. St. L., I. M. & S. Ry. Co. Dismissed. Not sustained. Order No. 631. Issued January 10, 1907.

Rehearing on Order No. 631. St. L., I. M. & S. Ry. Co. Order No. 646. Issued February 5, 1907.

St. L., I. M. & S. Ry. Co. Complaint against, for damage to baggage, dismissed. Order No. 664. Issued March 19, 1907.

Baggage on commercial samples, rule relative to. To all railroads operating in Louisiana. Forty-eight hours' free storage on baggage or commercial samples shall be allowed.

Baggage, delivery of. Rule regulating hours within which same must be received and delivered at agency stations.

Order No. 914. (Contested by various railroads in the State courts.)

Baggage, delivery of. G. R. Mitchell vs. C., St. L. & N. O. R. R. Co. Case dismissed. Order No. 986. Issued February 26, 1909.

Delivery of baggage. Rule regulating hours within which baggage must be received and delivered at agency stations. Order No. 994. Issued April 15, 1909.

Checking baggage on script tickets from points on one railroad to destination on connecting lines. Dismissed. Order No. 1893. Issued April 27, 1915.

Bagging and Ties.

T. & P. Ry. Co. Rates on bagging and ties from New Orleans to points on line between Alexandria and Shreveport must not exceed sums of locals. Order No. 171. Issued October 10, 1901.

Rates of 7½ cents per 100 pounds established on bagging and ties, from New Orleans to Alexandria, to be advanced when interstate rate is advanced, not to exceed 10 cents per 100 pounds. Order No. 579. Issued October 12, 1906.

Bagging and ties. Classification description changed for I. C. and Y. & M. V. R. R. Cos. Order No. 956. Issued December 16, 1908.

Reduction in rates on bagging and ties from Shreveport to points on Texas & Pacific. Order No. 1534 (corrected). Issued April 14, 1913.

Readjustment of rates on bagging and ties from Shreveport to Eunice, Opelousas, Port Barre and Crowley. T. & P. Ry. Co. et al., ex parte. Order No. 1633. Issued October 22, 1913.

Proposed readjustment of rate on bagging and ties, carloads, New Orleans to Lafayette. Case dismissed. Order No. 1700. Issued March 24, 1914.

Rates on bagging and ties, carloads, from New Orleans to Alexandria and Shreveport, fifth class rate of 22 cents ordered put in. M. L. & T. R. R. & S. S. Co. Order No. 1717. Issued April 29, 1914.

Baking Powder, Candy and Vinegar.

Unreasonable and excessive rates on baking powder, candy and vinegar, from Shreveport to points in Louisiana. T. & P. Ry. Co. and O., G. & N. E. Ry. Co. Rates established. Order No. 1267. Issued May 25, 1911.

Rates on baking powder, candy and vinegar, from Alexandria to points on T. & P. Ry. Co. and O., G. & N. E. Ry. Co. Rates established. Order No. 1309 (corrected). Issued September 20, 1911.

Barrels, Empty.

M. L. & T. R. R. & S. S. Co. Rates on empty barrels, established from New Orleans to Salt Mines. Order No. 174. Issued October 10, 1901.

One-half fourth-class established as reasonable rate on empty whisky, wine and gin barrels. M. L. & T. R. R. & S. S. Co. and other railroads. Order No. 411. Issued November 15, 1904.

One-half fourth-class established as reasonable rate on empty whisky, wine and gin barrels and on oil barrels, to New Orleans returned from points on T. & P. Ry. and other railroads. Order No. 427. Issued February 17, 1905.

One-half fourth-class to apply on all shipments of empty wine, whisky, gin, vinegar and oil barrels returned. M. L. & T. R. R. & S. S. Co. et al. Order No. 551. Issued August 6, 1906. Affirmed by Order No. 564.

M. L. & T. R. R. & S. S. Co. et al. Upon due consideration of the facts in the case, Order No. 551 is affirmed. Order No. 564. Issued October 10, 1906.

T. & P. Ry. Co. One-half fourth-class established on empty whisky, wine, gin and oil barrels returned empty. Order No. 724. Issued June 27, 1907.

M. L. & T. R. R. & S. S. Co. Rates on empty molasses barrels. Order No. 819. Issued November 26, 1907.

Application for authority to cancel certain rates on empty sugar and molasses barrels between New Orleans and Baton Rouge and intermediate stations on L. R. & N., N. O., T. & M. and Y. & M. V. Order No. 1804. Issued October 22, 1914.

Beans.

Rates on velvet beans to be used for planting as fertilizer. Rates established. All railroads. Order No. 1196. Issued October 28, 1910.

Bedding Cars.

All railroads. Rules adopted requiring that all stock cars must be bedded at the expense of the carrier. Order No. 19. Issued October 14, 1899. Order No. 19 reaffirmed. Order No. 20. Issued October 14, 1899.

Complaint of Relley vs. Y. & M. V. R. R. Co. adjusted and dismissed. Not bedding stock cars. Order No. 349. Issued April 5, 1904.

Beer.

Express rates on, between points in Louisiana. Order No. 1852. Issued January 12, 1915.

Bills of Lading. (See also Owner's Risk.)

"Owner's Risk, Released" clause in bills of lading, under some conditions, is not unreasonable. Epstein Bros. vs. Express Companies. Order No. 276. Issued April 21, 1903.

No railroad or other transportation company operating in Louisiana shall insert in its bills of lading any language limiting its liability on account of fire on shipments of cotton handled between points in the State. Order No. 287. Issued September 30, 1903.

Uniform bill of lading adopted for use by all carriers transporting freight in Louisiana. Order No. 332. Issued January 28, 1904. Cancelled by Order No. 341.

Uniform bill of lading by Order No. 332, amended and readopted, for use of all carriers transporting freight between points in Louisiana. Order No. 341. Issued March 10, 1904.

Change in uniform bill of lading, requested by V., S. & P. Ry. Co. Allowed. Order No. 606. Issued November 9, 1906.

Not issuing bills of lading for cotton when tendered. L. & N. W. R. R. Co. Dismissed. Amicably adjusted. Order No. 649. Issued February 5, 1907.

Bill of lading. Adopts for use on Louisiana business "uniform" bill of lading as approved by Interstate Commerce Commission. Cancels Order No. 341. Order No. 985. Issued February 26, 1909.

Uniform bill of lading, as approved by Interstate Commerce Commission, adopted for Louisiana interstate business. Cancels Order No. 341. Order No. 984. Issued February 26, 1909.

Uniform freight bills. Adopted. Order No. 1762. Issued July 29, 1914.

Block Signals.

New Orleans & Northeastern ordered to install block signal system between New Orleans and Slidell within twelve months. Order No. 978. Issued February 26, 1908.

In the matter of block signals for railroads. Order No. 1660. Issued December 3, 1913.

Block signals for railroads. Order No. 1660 amended. Order No. 1681. Issued February 17, 1914.

Bottles.

Readjustment of rates on glass bottles in carloads and less, between points in Louisiana. K. C. S. Ry. et al. Order No. 1882. Issued March 5, 1915.

Brick.

T. & P. R. R. Co. Required to reduce rates on brick from 5.5 cents per 100 pounds to 4 cents per 100 pounds, from White Castle to New Orleans. Order No. 215. Issued August 13, 1902.

T. & P. Ry. Co. Ordered to establish a rate of \$12 per 1,000 on fire brick, from New Orleans to Grosse Tete. Order No. 475. Issued November 10, 1905.

Mileage rates on brick. General hearing. Dismissed. Order No. 782. Issued October 31, 1907.

Rates on brick from Jimerson and Lincoln Spurs to V., S. & P. stations. Order No. 1451. Issued September 26, 1912.

Broken Stone. (See Gravel.)**Candy. (See also Baking Powder.)**

Rates on candy from New Orleans to express offices in Louisiana. All express companies. Rates established. Order No. 1310. Issued September 22, 1911.

Carriers' Liability.

Limiting carrier's liability to \$10 per hundred on household goods carried under Commission's tariff. To all railroads. Dismissed. Order No. 1108. Issued February 24, 1910.

Car Rental.

Car rental. Order No. 1856. Issued January 27, 1915.

Car rental. Reparation. Order No. 1873. Issued February 23, 1915. T. & P. Ry. Co.

Car Service Rules.

Car service rules proposed by the New Orleans Bureau of Freight and Transportation adopted. Order No. 64. Issued April 26, 1900. Temporarily withdrawn and cancelled by Order No. 89.

Car service rules adopted for the City of New Orleans. Order No. 89. Issued August 2, 1900. (Amended by Order No. 216. Cancelled by Order No. 653.)

Car service rules for City of New Orleans amended by eliminating Section 6 of Rule No. 11. Order No. 163. Issued July 23, 1901. (Cancelled by Order No. 653.)

Petition of New Orleans Board of Trade for extension of free time limit on shipments of cotton seed, carloads, denied. Order No. 186. Issued January 27, 1902.

Car service rules for all points in the State of Louisiana, except New Orleans, where car service applies, adopted. Order No. 198. Issued June 9, 1902. (Cancelled by Order No. 653.)

Cotton seed in New Orleans, free time limit. Order No. 186 amended. Order No. 212. Issued August 12, 1902.

Amending Order No. 89, adopting Rule 15, and explanation of application to Rule 6. Order No. 216. Issued August 13, 1902. (Cancelled by Order No. 653.)

Car service rules, outside of City of New Orleans. Additional free time allowed on shipments consigned to parties residing at some distance from stations. Order No. 320. Issued November 19, 1902.

Adopted to apply at all points in the State of Louisiana. Effective March 25, 1907. Order No. 653. Issued March 19, 1907.

St. L., I. M. & S. Ry. Co. Changing car service rules without consent of the Commission. Dismissed. Order No. 673. Issued March 19, 1907.

Petition of Crowley Board of Trade for revised rules. Denied. Order No. 917. Issued October 8, 1908.

Rice. Car service rules governing shipments of rice in City of New Orleans. New Orleans Board of Trade vs. Railroads Entering New Orleans. Rule adopted. Order No. 884 (amends Order No. 653). Rehearing granted. Order in abeyance.

Car service rules. Violation of, by N. O. G. N. R. R. Co. Case dismissed. Order No. 990. Issued February 26, 1909.

Rule 8 of Order No. 653, known as "reciprocal demurrage rule," cancelled. Order No. 995. Issued April 15, 1909.

Car service rules. Order No. 1131. Issued April 27, 1910.

Car service rules. Order No. 1244, amending Order No. 1131. Issued February 23, 1911.

Demurrage. T. & G. Ry. Co. Order No. 1761. Issued July 29, 1914.

Readjustment of demurrage charges. Dismissed. Order No. 1991. Issued April 27, 1916.

Adoption of joint demurrage tariffs. Order No. 2041. Issued September 15, 1916.

Readjustment of demurrage charges. All railroads. Order No. 2059. Issued December 6, 1916.

Readjustment of demurrage charges. All railroads. Order No. 2126, amending Order No. 2098. Issued September 11, 1917.

Demurrage charges readjusted. Order No. 2165, amending Orders Nos. 1131 and 2126. Issued January 8, 1918.

Demurrage charges readjusted. Order No. 2169. Issued February 5, 1918.

Demurrage rates. Order No. 2195. Issued March 20, 1918.

Cattle, Hogs and Sheep.

Rates on cattle, hogs and sheep from dollars and cents per car to cents per 100 pounds. Case dismissed. Order No. 1706. Issued March 26, 1914.

Cattle Guards.

St. L., I. M. & S. Ry. Co. Required to construct "pit guards." Order No. 693. Issued April 25, 1907.

S. L., I. M. & S. Ry. Co. Required to construct a "pit guard" within thirty days on Davis' plantation. Order No. 751. Issued July 24, 1907.

N. O. & N. W. R. R. Co. On Richard plantation. Company required to provide cattle guards of "pit" type within thirty days. Order No. 774. Issued September 13, 1907.

Cement.

Cement. Readjustment of rates from Baton Rouge to Lafayette denied. M. L. & T. R. R. & S. S. Co. Order No. 1752. Issued June 30, 1914.

Chair Cars.

T. & P. Ry. Co. Ordered to operate chair cars on all of its passenger trains in the State of Louisiana. Order No. 65. Issued April 26, 1900. (Rescinded by Order No. 79.)

T. & P. Ry. Co. Relieving from execution of Order No. 65. Order No. 79. Issued June 29, 1900.

Changing Location of Stations. (See Depots; also Flag Stations.)

Changing Names of Stations. (See Depots; also Flag Stations.)

Charcoal.

East Louisiana Railroad and N. O. & N. E. R. R. Petition of John Dufour & Son for reduction in rates on charcoal denied. Order No. 429. Issued February 17, 1905.

Claims and Overcharges. (See also Violation of Rules.)

Complaint of Milliken & Farwell vs. Southern Pacific Co. for overcharges, dismissed. No violation. Order No. 46. Issued January 30, 1900.

Authorized rate on shingles from Bunkie to Marksville was charged. Complaint not sustained. Order No. 49. Issued March 2, 1900.

Correct rate charged on rails, Chopin to Canton via T. & P. Ry. Co. Case dismissed. Order No. 62. Issued April 26, 1900.

Authorized tariff rates were charged by Wells Fargo & Co. Express on shipments, and complaint for overcharges dismissed. Order No. 70. Issued May 25, 1900.

Southern Pacific Company. Under the acts of the Legislature authorizing and establishing rates of transportation of passengers higher rates may be charged on branch lines than on the main lines of railroads operating in Louisiana. Order No. 83. Issued August 2, 1900.

Complaint of Curry vs. Y. & M. V. R. R. Co., alleging charges on cotton, dismissed, amicable adjustment reached. Order No. 128. Issued January 16, 1901.

The Commission, on complaint of Norwood vs. Y. & M. V. R. R. Co., established tariff on rates on cotton. Order No. 129. Issued January 16, 1901. (Contested in the courts. Suit compromised and rates established.)

The Commission, on complaint of Meyer & Bros. vs. Y. & M. V. R. R. Co., established tariff rates on cotton to New Orleans. Order No. 130. Issued January 16, 1901. (Contested in the courts. Suit compromised and tariff of rates established.) (See "Authority for Rates.")

The Commission, on complaint of Hyman & Sons vs. Y. & M. V. R. R. Co., established a tariff of rates on cotton to New Orleans. Order No. 131. Issued January 16, 1901. (Contested in the courts. Suit compromised and tariff of rates established.)

Complaint of Meyer vs. Y. & M. V. R. R. Co. for overcharges adjusted on the basis of compromised rates, and case dismissed. Order No. 132. Issued January 16, 1901.

Complaint of Torrains Mfg. Co. vs. K. C. S. Ry. Co. This being an interstate shipment, this Commission has no jurisdiction over the question involved. Order No. 148. Issued April 30, 1901.

Complaint of Garland vs. Wells Fargo & Co. Express, alleging overcharge on trunks, investigated and it was found tariff rates had been charged. Case dismissed. Order No. 166. Issued August 21, 1901.

Complaint of Leiber vs. Pacific Express Company, alleging overcharges, dismissed. Authorized tariff rates had been charged. Order No. 177. Issued October 10, 1901.

The M. L. & T. R. R. & S. S. Co. et al. ordered to refund overcharge on shipment and revise tariff known as Local Distance Tariff No. 4-A. Order No. 189. Issued February 25, 1902.

Delays in settlement. T. & P. Ry. Co. Amicably adjusted and dismissed. Order No. 201. Issued June 27, 1902.

Complaint of Standard Wood & Coal Co. vs. T. & P. Ry. Co., alleging overcharge on shipment of staves, billed as "cord wood," dismissed. The Commission fails to find any overcharge on shipment in question. Order No. 501. Issued February 20, 1906.

Western Union Telegraph Company. Overcharge collected being due to clerical error, case dismissed. Order No. 668. Issued March 19, 1907.

Penick & Ford, Ltd., vs. T. & P. Ry. Co., L. R. & N. Co. and C., R. I. & P. Co. Overcharge on shipment of sugar from Plaquemine to Ruston. Refunded. Order No. 798. Issued October 31, 1907.

J. A. Weber vs. T. & P. Ry. Co. Overcharges and discriminations. Denied and dismissed. Order No. 803. Issued October 31, 1907.

Claim for \$151.21 overcharge on five cars of cement from New Orleans to Lafayette. M. L. & T. R. R. & S. S. Co. Refunded. Order No. 1175. Issued July 28, 1910.

Claim to demurrage amounting to \$430.00. Reparation awarded. St. L., I. M. & S. Ry. Co. Order No. 1207. Issued October, 1910.

Overcharges on interstate shipment. Case dismissed. K. C. S. Ry. Order No. 1213. Issued November 25, 1910.

Overcharges on cotton seed from N. O. & N. W. stations to New Roads. T. & P. Ry. and St. L., I. M. & S. Ry. Order No. 1233. Issued February 23, 1911.

Overcharges on shipment of samples by express. All express companies. Dismissed. Order No. 1241. Issued February 23, 1911.

Overcharges on L. C. L. shipments of cleaned rice from New Orleans to Vacherie. T. & P. Ry. Railroad company given thirty days to refund overcharges collected. Order No. 1328. Issued October 26, 1911.

Overcharges on shipment of cotton seed product for fertilizer purposes. K. C. S. Ry. Co. Case dismissed. Order No. 1733. Issued May 26, 1914.

Overcharges on cotton seed and cotton seed products. T. & P. Ry. Dismissed. Order No. 1976. Issued February 16, 1916.

Overcharges on cotton seed and cotton seed products. T. & P. Ry. Dismissed. Order No. 1989. Issued April 27, 1916.

Overcharges on cotton seed and cotton seed products. T. & P. Ry. Dismissed. Order No. 1994. Issued May 23, 1916.

Overcharges on shipments of native grown corn. N. O. & N. R. R. Refund ordered. Order No. 2015. Issued June 21, 1916.

Cocoanut Oil.

Establishment of rates on cocoanut cake and meal and palm kernel meal and cake on Louisiana intrastate traffic. Order No. 2183. Issued February 20, 1918.

Classes and Commodities.

Petition for reduction in rates from Bienville denied; no just grounds for reduction. Order No. 25. Issued October 18, 1899.

Rates established between Alexandria and Lake Charles on K. C. W. & G. Ry. Co. Order No. 26. Issued October 18, 1899.

Basis for rates established for T. & P. Ry. Co. stations between Alexandria and Shreveport. Order No. 57. Issued March 26, 1900.

Rates established between New Orleans and Grosse Tete, Rosedale, Maringouin, Fordoche and Ravenswood. Order No. 106. Issued September 21, 1900.

Rates established between Shreveport and Natchitoches, via T. & P. Ry. Order No. 107. Issued September 21, 1900.

Rates established between New Orleans and stations on the Arkansas Southern Railway not to exceed sums of locals. Order No. 170. Issued October 10, 1901. (Order void for want of jurisdiction over joint through rates when issued.)

Rates established from Shreveport to points on K. C. S. Ry. south of Shreveport. Order No. 250. Issued January 7, 1903. (Cancelled by Order No. 267.)

Establishing rates on commodities from Shreveport to points on the K. C. S. Ry. Order No. 267. Issued March 12, 1903.

Petition of citizens of Alexandria to readjust rates from Alexandria to points on M. L. & T. R. R., Alexandria Branch, denied. Order No. 268. Issued March 12, 1903. (Affirmed by Order No. 285.)

Order No. 268 affirmed refusing changes in rates, from Alexandria to points on Alexandria Branch of M. L. & T. R. R. Order No. 285. Issued June 26, 1903.

Rates may be increased proportionally when cars are of extra length and are furnished on request of shippers. Order No. 288. Issued June 26, 1903.

Rates from Port Allen to points on T. & P. Ry. Co. must be 20 per cent lower than rates to same points from New Orleans to certain specified territory. Order No. 326. Issued December 17, 1903.

Rates from points reached by Daigle's Barge Line to New Orleans established. Order No. 402. Issued November 15, 1904.

Rates from stations on the St. L., W. & G. Ry. established so as not to exceed sums of locals less 10 per cent. Order No. 407. Issued November 15, 1904.

Rates between Shreveport and stations on L. & N. W. R. R. approved by the Commission, as agreed upon between parties at interest. Order No. 424. Issued February 17, 1905.

T. & P. Ry. Co., M. L. & T. R. R. & S. S. Co. et. al. Rates of 20 cents per 100 pounds, carloads, established between New Orleans and Shreveport, Alexandria, Monroe and Lake Charles. Order No. 432. Issued February 17, 1905.

Rates established to New Orleans from stations on lines of the L. & A. Ry., L. & N. W. R. R., St. L., I. M. & S. Ry., L. R. & N. Co., T. & P. Ry. and M. L. & T. R. R. & S. S. Co. Order No. 445. Issued May 25, 1905. (St. L., I. M. & S. Ry. and T. & P. Ry. fined \$2,000 each for violation of this order.) (Order imposing fine contested in the Federal Courts and there pending.)

Rates established between New Orleans and points on the East Louisiana Railroad. Order No. 446. Issued May 25, 1905. (Amended by subsequent authorities issued.)

St. L., I. M. & S. Ry. Co. Rates from New Orleans to Georgetown and points beyond. Denied and dismissed. Order No. 478. Issued November 10, 1905.

Petition of Chas. S. Elms vs. N. O. Ter. Co. for reduction in rates from New Orleans to Port Chalmette. Dismissed. Order No. 485. Issued December 13, 1905.

Order No. 485 (supra). Denying petition for reduction in rates from New Orleans to Chalmette, affirmed. Order No. 507. Issued April 16, 1906.

Rates revised and readjusted from New Orleans to Winnfield. (Authority No. 3742, dated May 16, 1906.) Order No. 523. Issued May 15, 1906.

Whenever there is a conflict between class and commodity rates, or between mileage rates and commodity rates between any two points in Louisiana, the lowest rate in effect shall be charged. Order No. 530. Issued June 12, 1906.

Ark. Sou. R. R. Co. Rates from Shreveport, Monroe and West Monroe to points on this line. Dismissed. Order No. 556. Issued October 10, 1906.

Rates from New Orleans to points on Ark. Sou. R. R. Petition filed asking that certain changes be allowed in the rates applying from New Orleans. Case dismissed. Order No. 557. Issued October 10, 1906.

Rates from Shreveport, Monroe and Alexandria to points on the La. & Ark. R. R. Rates and differentials asked to be established adopted by the Commission. Order No. 567. Issued October 10, 1906.

Readjustment of rates. N. O. G. N. R. R. Co. Petition granted. Order No. 603. Issued November 9, 1906.

Rates from Shreveport and Monroe to points on La. & Ark. Ry. established. Order No. 618. Issued December 20, 1906.

Petition to readjust rates to points on the Sibley, Lake Bisteneau & Southern Ry. Case dismissed. Order No. 621.

New Orleans Board of Trade and New Orleans Wholesale Grocers' Association vs. Railroads, in re rates on classes and commodities, less carloads, from New Orleans to various points in Louisiana. Order No. 827. Issued December 19, 1907. Rehearing granted January 20, 1908. Held in abeyance.

Rates from points on V., S. & P. Ry. east of Monroe to Winnfield. Cancelled via V., S. & P. Ry. and connections. Order No. 862. Issued March 24, 1908.

Rates from New Orleans to Church Point not to exceed rates from New Orleans to Rayne. Texas & Pacific Ry. Co. Order No. 863. Issued March 24, 1908.

Readjustment of rates from Alexandria and Shreveport to points above Alexandria on the main line. Texas & Pacific Ry. Co., ex parte. No. 966. Denied. Order No. 866.

Merchandise, rates on unreasonable and excessive. J. T. Davis vs. Arkansas Southeastern R. R. Co., No. 998. Dismissed. Order No. 892.

Rates from New Orleans to Natchitoches not to exceed rates from New Orleans to Alexandria and Boyce. Texas & Pacific Ry. Co. Order No. 898. Issued June 24, 1908.

Rates from Shreveport to Church Point shall not exceed rates from Shreveport to Rayne and Crowley. Texas & Pacific Ry. Co. Order No. 906. Issued July 22, 1908.

Rates from Baton Rouge to points on L. R. & N. line not to exceed rates from New Orleans less 20 per cent. Louisiana Railway & Navigation Co. Order No. 909.

Petition of Shreveport Traffic Association for readjustment of rates from Shreveport to Natchitoches. Denied. Order No. 920. Issued October 8, 1908.

Classes and commodities between Shreveport and Natchitoches readjusted, to eliminate discrimination against Shreveport. Order No. 944. Issued December 15, 1908.

Yazoo & Mississippi Valley R. R. and Illinois Central R. R. allowed to readjust rates from Baton Rouge and New Orleans to points on I. C. R. R. Order No. 987. Issued February 26, 1909.

V., S. & P. Ry. Co., on petition of Ruston Hardware & Supply Co., ordered to discontinue charging higher rates from Ruston than from Shreveport on classes and commodities for similar distances. Order No. 992. Issued April 15, 1909.

Kansas City Southern Railway Co. required to equalize rates from Lake Charles to points on line to meet rates from Shreveport and Beaumont, Texas. Order No. 1008. Issued April 15, 1909.

Rates from Shreveport to points on V., F. & W. Ry., via T. & P. Ry. Dismissed. Order No. 1042. Issued July 29, 1909.

Shreveport Traffic Association vs. T. & P. Ry. Co. T. & P. required to comply with terms of Commission's Order No. 872, making same rates for same distances from Alexandria as apply from Shreveport. Order No. 1048. Issued September 30, 1909.

Rates from New Orleans to Minden. Defendant companies, L. & A. Ry. Co., L. R. & N., T. & P. Ry. and M. L. & T. Complainants, New Orleans Board of Trade, Ltd. Ordered that L. & A. Ry. Co. charge no higher rates on classes and commodities to Minden than to Sibley, La. Order No. 1134. Issued April 27, 1910.

Rates from New Orleans to points on the G., C. & S. F. Ry. in Louisiana. Order No. 1135. Issued April 27, 1910.

Rates from Baton Rouge to points on the N. O., T. & M. Defendant company ordered to publish same rates from Baton Rouge to points on its line as apply from New Orleans. Order No. 1136. Issued April 27, 1910.

Rate adjustment between Baton Rouge and Hammond. Ordered that the Y. & M. V. R. R. Co. shall charge no higher rates on classes and commodities between Baton Rouge and Hammond than are charged between New Orleans and Hammond. Order No. 1137. Issued April 27, 1907.

Excessive rates on classes and commodities between New Orleans and Winnfield. L. R. & N. Co., L. & A. Ry. Co., M. L. & T. R. R. & S. S. Co. New rates established. Order No 1143. Issued May 25, 1910.

Classes and commodities. Rates on classes and commodities between Winnfield and stations on the L. R. & N. Co.'s line. Rates established. Order No. 1146. Issued May 25, 1910.

Classes and commodities. Rates on classes and commodities between Winnfield and points on the L. & A. Ry. Rates established. Order No. 1147. Issued May 25, 1910.

Rates from Ruston and Simmsboro. Adjusted. V., S. & P. Ry. Order No. 1149. Issued June 30, 1910.

Readjustment of rates on classes and commodities between points on N. O. S. & G. I. Ry. Co.'s line. Readjustment allowed. Order No. 1315. Issued September 22, 1911.

Establishment of basis of rates from Alexandria to points on N. O., T. & M. R. R. Ordered established. N. O., T. & M. R. R. Co. and C., R. I. & P. Ry. Co. Order No. 1348. Issued December 21, 1911.

Petition of Shreveport Chamber of Commerce for adjustment of class rates. Dismissed. Order No. 1357. Issued February 1, 1912.

Readjustment of rates from Stevensdale to New Orleans over Illinois

Central Railroad. Dismissed to file new petition. Order No. 1399. Issued April 10, 1912.

Rates. Joint through rates between Baton Rouge and stations on Texas & Pacific Railway. Established. Order No. 1414. Issued May 30, 1912.

Rates on classes and commodities from Alexandria to Fisher, La. T. & P. Ry. Co. and Victoria, Fisher & Western. Order No. 1439. Issued July 25, 1912.

Rates on classes and commodities between Monroe, Baton Rouge, Lake Charles, Crowley and Morgan City. Dismissed. Order No. 1442. Issued September 26, 1912.

Readjustment of rates between Shreveport, Monroe and West Monroe and stations on V., S. & P. Ry. and stations on C., R. I. & P. Ry. Order No. 1450. Issued September 26, 1912.

Rates. Readjustment of rates out of Rayville to points on St. L., I. M. & S. Ry. Co. Dismissed. Order No. 1482. Issued November 13, 1912.

Readjustment of rates between Shreveport, Monroe and West Monroe and stations on V., S. & P. Ry. and stations on C., R. I. & P. Ry. Order No. 1499. Issued January 16, 1913. (Amending Order No. 1450.)

Adoption of C., R. I. & P. Ry. Co.'s tariff No. 28881-E. C., R. I. & P. Ry. Co. Order No. 1566, cancelling amendment No. 1 to Authority No. 8986-R. Issued May 27, 1913.

Rates from Baton Rouge to points on Texas & Pacific Railway. N. O., T. & M. R. R. Co., T. & P. Ry. Co. Order No. 1606. Issued July 23, 1913.

Rates from Baton Rouge to points on Texas & Pacific Railway, N. O., T. & M. R. R. Co. and T. & P. Order No. 1608, amending Order No. 1606. Issued August 13, 1913.

Readjustment of rates between Shreveport and points on the Arkansas, Louisiana & Gulf Ry., V., S. & P. Ry. and A., L. & G. Ry. Order No. 1651. Issued December 2, 1913.

In the matter of uniform class mileage rates between points in Louisiana governed by Western Classification. Order No. 1659. Issued December 3, 1913.

Readjustment of rates from Shreveport to Keachie. H. & S. R. R. Co. Order No. 1663. Issued December 12, 1913.

Rates, classes and commodities between Shreveport and Mansura-Moreauville. T. & P. Ry. and L. R. & N. Application denied. Order No. 1675. Issued January 29, 1914.

Reduction in rates from New Orleans to Houma. M. L. & T. R. R. & S. S. Co. Rates ordered in. Order No. 1722. Issued April 29, 1914.

In the matter of readjustment of rates from Ashton Spur to La-mourie. W. & L. C. Granted. Order No. 1832. Issued November 25, 1914.

Rates from Batchelor to Baton Rouge and New Orleans established. T. & P. Ry. Co. Order No. 1837. Issued December 15, 1914.

Rates from New Orleans to Southdown Switch (M. L. & T. R. R.). Denied. Order No. 1881. Issued March 5, 1915.

Rates on classes and commodities on Sibley, Lake Bisteneau & Southern Ry. Order No. 1958. Issued December 13, 1915.

Readjustment of rates from New Orleans to Lake Charles, West Lake and Edgerly. M. L. & T. R. R. Refused. Order No. 1962. Issued December 13, 1915.

Advance in minimum charge on single shipments, Baton Rouge to T. & P. points. N. O., T. & M. Ry. Dismissed. Order No. 2014. Issued June 21, 1916.

Joint through rates on sand and gravel between West Monroe and Morgan Junction and points on St. L., I. M. & S. Ry. and A. L. & G. Rates established. Order No. 2052. Issued October 17, 1916.

Cancellation of Order No. 1771, in the matter of one line rate between points west of the Mississippi River and points east of the Mississippi River. N. O., T. & M. Ry. Order No. 2043. Issued September 15, 1916.

Rates on sand, gravel, shells and crushed stone. I. C. R. R. Rates established. Order No. 2058. Issued December 5, 1916.

Class rates. All lines ordered to file proposed rates within twenty days. Order No. 2064. Issued January 18, 1917.

Rates from Texas & Pacific points to Baton Rouge. N. O., T. & M. Ry. and Texas & Pacific Railway. Rates established. Order No. 2082. Issued March 20, 1917.

Change of basis of rates on cord wood from per cord to per 100 pounds basis. N. O. & N. E. R. R. Amending Order No. 2084. Order No. 2090. Issued April 11, 1917.

Application of all carriers for 15 per cent increase in all rates. Denied. Order No. 2111. Issued July 19, 1917.

Application of designated lines for readjustment of class rates for application between Louisiana points except Mississippi River crossings. Order No. 2112. Issued July 19, 1917.

Cancellation of Order No. 1771, in the matter of one line rates between points west of Mississippi River and points west of Mississippi River, etc. N. O., T. & M. Ry. Co. Reaffirming Order No. 1771. Order No. 2123. Issued September 4, 1917.

Advance of 25 per cent in freight rates on short line railroads. Order No. 2216. Issued June 28, 1918.

Classification.

Southern Classification No. 25 adopted as standard classification for railroads in Louisiana east of the Mississippi River. Order No. 133. Issued January 16, 1901.

Western Classification No. 36 adopted for use by Railroads in Louisiana west of the Mississippi River. Order No. 324. Issued December 17, 1903.

Western Classification No. 30 adopted, with exceptions. Order No. 470. Issued November 10, 1905. (Amended by Order No. 482.)

Western Classification No. 39 and supplements adopted, with exceptions, to Louisiana business. Order No. 482. Issued December 13, 1905.

(Later classifications are now authorized, as issued, with supplements.)

Southern Classification No. 35 adopted. All railroads east of the Mississippi River. Order No. 951.

Classification on bagging and ties, on I. C. and Y & M. V. R. R. Cos. changed. Order No. 956. Issued December 16, 1908.

Southern Classification No. 36 adopted for use on Louisiana intra-state shipments. Order No. 979. Issued February 26, 1909.

Western Classification No. 45 authorized for use on Louisiana intra-state business west of the Mississippi River. Order No. 991. Issued February 26, 1909.

Southern Classification No. 36, supplements 1 and 2, approved for use east of the Mississippi River. Remaining supplements issued under authority letters. Order No. 1006. Issued April 15, 1909.

Adoption of Official Express Classification No. 19 and exceptions for Louisiana traffic. Order No. 1006. Issued February 24, 1910.

Changing classification on oak staves in the rough. To apply on all railroads in Louisiana. Order No. 1142. (Cancelled by Order No. 1208.) Issued May 25, 1910.

Application for use on Louisiana business, Southern Classification No. 43. Order No. 2083. Issued March 21, 1917.

Application of Section B of Rule 20 of Western Classification No. 54. Granted. Order No. 2091. Issued April 10, 1917.

Application for use of Official Express Classification No. 25. Granted. All express companies. Order No. 2106. Issued July 18, 1917.

Classification of corrugated iron and steel culverts, carloads and less. To all railroads and steamboats. Classification established. Order No. 1273. (Amended by Order No. 1290.) Issued July 7, 1911.

Classification of corrugated iron and steel culverts, C. L. & L. C. L. All railroads and steamboat companies. Order No. 1290. (Amends Order No. 1273.) Issued July 27, 1911.

Classifying cow peas as fertilizer. Ordered cow peas to be classed as commercial fertilizer and same rates to apply. All railroads. Order No. 1292. (Amends Order No. 1196.) Issued September 20, 1911.

Classification. Application for change in Western Classification No. 50. Denied. Order No. 1489. Issued November 13, 1912.

In the matter of adoption of Western Classification No. 51. Order No. 1549. Issued April 17, 1913.

Application for authority to apply Southern Classification No. 39. Order No. 1581. Issued May 28, 1913.

Southern Classification No. 40 adopted. Order No. 1720. Issued April 29, 1914.

Exception to Western Classification No. 52. Order No. 1755. Issued July 1, 1914.

Adoption of Southern Classification No. 40. Order No. 1775. Issued July 29, 1914.

Exception to Western Classification relative to condition on bill of lading restricting time limit in filing claims for loss and damage to four months. Order No. 1824, suspending Order No. 1755. Issued November 24, 1914.

Exception to Southern Classification relative to condition on bill of lading, restricting time limit in filing claims for loss and damage to four months. Order No. 1824, suspending Order No. 1755. Issued November 24, 1914.

Adoption of Western Classification No. 53. Order No. 1879. Issued March 4, 1915.

Exception to Western Classification. Time limit for filing claims. Order No. 1898. Issued April 27, 1915.

Express Classification No. 23, adoption of. Order No. 1904. Issued April 28, 1915.

• Exception to Southern Classification relative to restricting time limit in filing claims for loss and damage to four months. Order No. 1910. Issued ——— 26, 1915.

Adoption of Southern Classification No. 41. Order No. 1932. Issued September 15, 1915.

Adoption of Southern Classification No. 42. Order No. 2016. Issued June 21, 1916.

Adoption of Western Classification No. 53. Order No. 2020. Issued July 17, 1916.

Adoption of Western Classification No. 54 and Supplements 1 and 2 thereof. Order No. 2037. Issued September 14, 1916.

Western Classification No. 55 adopted. Order No. 2196. Issued March 20, 1918.

Closets.

M. L. & T. R. R. & S. S. Co. Petition of citizens of Morgan City. Request having been complied with, case is dismissed. Order No. 236. Issued March 9, 1903.

Closets and cleaning coaches. Complaint of Ochs vs. V., S. & P. Ry. Co. Dismissed. Order No. 391. Issued October 8, 1904.

V., S. & P. required to provide sanitary closets at all junction points within sixty days. Order No. 392. Issued October 8, 1909.

At Midland station, La. West. R. R. Co. Adjusted and dismissed. Order No. 706. Issued June 1, 1907.

Sanitary closets and waiting rooms. Railroad companies to provide. Order No. 1067. Issued October 28, 1909.

Waiting rooms and sanitary closets. Railroad companies required to provide. General order. Order No. 1067. Issued October 28, 1909.

Sanitary water closets at Lake Charles. K. C. S. Ry. Co. Installed. Order No. 1162. Issued June 30, 1910.

Sanitary water closets at Lake Charles. Matter held in abeyance. K. C. S. Ry. Co. Order No. 1178. Issued July 28, 1910.

Separate smoking compartments in coaches, etc. Order No. 2198. Issued April 16, 1918.

Closing Freight Offices.

In cities or towns where business houses close at 1 o'clock on Saturdays, freight offices may be closed at that hour during June, July and August. Order No. 369. Issued July 7, 1904. (Amended by Order No. 451. Cancelled by Order No. 464.)

(Amending Order No. 369.) All freight depots may be closed at 4 p. m. on Saturdays during the months of May, June, July, August and September. In cities where business houses close at 1 p. m. freight offices may be closed at that hour during said months. Order No. 451. Issued June 21, 1905. (Cancelled by Order No. 464.)

All freight depots must be kept open each day (Sundays and legal holidays excepted) for the receiving and delivering of freight between the hours of 7 a. m. and 5 p. m., with an intermission from 12 to 1 p. m. Freight depots may be closed at 1 o'clock p. m. on Saturdays during the months of May, June, July, August and September of each year. Order No. 464. Issued July 11, 1905.

Coal and Coke.

Rate of \$1.15 per ton on coal established from New Orleans to Houma Branch points of the M. L. & T. R. R. Order No. 61. Issued April 26, 1900.

M. L. & T. R. R. & S. S. Co. Rates on coal, carloads, from New Orleans to Sunset. Rates on coal from New Orleans to Washington. Order No. 758. Issued September 13, 1907.

Rates on coal, established during summer months, New Orleans to points on Louisiana Western R. R. Order No. 864. Issued March 24, 1908.

Coal rates from New Orleans to Crowley, reduced to \$1.10 per ton, C. L. Order No. 912. Issued October 8, 1908.

Readjustment of rates on coke, from New Orleans to Lake Charles, Jeanerette and New Iberia. Denied. Order No. 1363. Issued February 1, 1912.

Advance of 15 cents per ton on coal and coke transported within the State of Louisiana. Denied. All railroads. Order No. 2130. Issued October 23, 1917.

Coca Cola. (See Soda Water.)**Coffee.**

T. & P. Ry. Co., M. L. & T. R. R. & S. S. Co. et al. Rate of 20 cents per 100 pounds, carloads, established between New Orleans and Shreveport, Alexandria, Monroe and Lake Charles. Order No. 432. Issued February 17, 1905.

Competing Points.

Steamboats must protect short line rail rates from rail competing points. Order No. 959. Issued December 16, 1908.

Concentration Charges.

Concentration charges on cotton, La. & N. W. R. R. Co., ex parte. Petition for denied. Order No. 918.

Concentration charges on cotton seed at non-competing points abolished. Order No. 923. Issued October 9, 1908.

Cotton, concentration charges on. La. & N. W. R. R. Co., ex parte. Denied. Order No. 915.

Concentration charges on cotton seed at non-competitive points abolished. Order No. 932. Issued October 9, 1908.

Concentration charges at Monroe. V., S. & P. Ry. required to eliminate portions of tariffs referring to time limits for collection of refund charges. Order No. 1045. Issued July 29, 1909.

Concentration charges at Monroe. Railway companies operating into Monroe required to eliminate any time limit within which claim must be made for refund of concentration charge. Order No. 1057. Issued September 30, 1909.

Railroad companies operating into required to eliminate from cotton tariffs reference to time within which claim must be made for refund of concentration charges. Order No. 1057. Issued September 30, 1909.

Concentration charges on cotton seed abolished. Order No. 1403. Issued April 23, 1912.

Concentration of cotton. Rules governing same. Order No. 1441. Adopted September 25, 1912.

Compressing cotton in transits. Through rates on. L. & A. Ry. Co. and T. & P. Ry. Co. Order No. 1777. Issued July 29, 1914.

Application to cancel certain concentration rates on junk, carloads, at New Iberia. Granted. M. L. & T. R. R. & S. S. Co. Order No. 1827. Issued November 24, 1914.

Abolishment of concentration charges on cotton seed. T. & P. Ry. Co. Granted. Order No. 1836. Issued December 15, 1914.

Cord Wood. (See Wood.)**Corn.**

Corn, rate from Bayou Sara station to Baines station. Y. & M. V. R. R. Co. Readjusted. Order No. 867. Issued March 24, 1908.

Rates and milling in transit and shelling in transit privileges on native grown corn. Order No. 1036. Issued July 29, 1909.

Rates on corn and oats and their products. To all railroads. Order No. 1163. Issued June 30, 1910.

Maximum rate on corn and oats and products. Granted. Order No. 2011. Issued June 20, 1916. Amending Order No. 1036.

Rates and transit arrangements on corn and oats and their products. Amending and modifying Order No. 1036. Order No. 2114. Issued July 25, 1917.

Amending Order No. 2114, naming rates on corn in the shuck. Franklin & Abbeville Railway. Order No. 2142. Issued November 20, 1917.

Cotton.

Y. & M. V. R. R. Rates established from Norwood, Clinton, Slaughter, Lindsay and Bayou Sara to New Orleans. Order No. 18. Issued October 14, 1899. (Contested. Suit compromised and rates established.)

M. L. & T. R. R. & S. S. Co. Rates established from Gold Dust and stations on Alexandria Branch to New Orleans. Order No. 29. Issued November 24, 1899. (Amended by Orders Nos. 36 and 120.)

Rates established from Opelousas to New Orleans of \$1.00 per bale. Order No. 36. Issued December 20, 1899. (Amended by Order No. 120.)

Rates from Shreveport to points on S. & R. R. V. Ry. declared not to be exorbitant on account of charge for bridge tolls over V., S. & P. Ry. bridge at Shreveport. Order No. 39. Issued December 20, 1899.

Rates established to Opelousas from points on Alexandria Branch, Southern Pacific. Order No. 68. Issued May 25, 1900.

Rate of 25 cents per bale established on cotton between Opelousas and Lafayette. Order No. 72. Issued May 30, 1900.

Rate of 25 cents per bale established on cotton from Opelousas to Lafayette. Order No. 74. Issued June 30, 1900.

Rates on cotton established from points on the K. C. S. Ry. to Shreveport. Order No. 88. Issued August 2, 1900. (Rescinded, except rate from Vivian.) (Amended by Orders Nos. 103, 134, 141 and 157.)

Basis for rates on cotton in round bales fixed at one-half rates applying on cotton in square bales. Order No. 90. Issued August 2, 1900.

Rates established between Grosse Tete, Rosedale, Maringouin, Foradoche and Ravenswood to New Orleans, via T. & P. Ry. Order No. 106. Issued September 21, 1900.

Rates for rehearing on Order No. 88, fixing rates on cotton into Shreveport from points on K. C. S. Ry. denied. Order No. 103. Issued September 21, 1900. (See Orders Nos. 88, 134, 141 and 157.)

Rates established from points on I. C. R. R. to New Orleans. Order No. 113. Issued September 21, 1900. Contested. Suit compromised.

Reduction in rates from Opelousas to New Orleans. Adjustment

made by previous orders. Order No. 120. Issued November 16, 1900. (See Orders Nos. 29 and 36.)

Rates established from points on T. & P. Ry. to New Orleans. Order No. 123. Issued November 16, 1900.

Rates established by Order No. 88 from points on K. C. S. Ry. to Shreveport revoked. Order No. 134. Issued January 16, 1901.

Rates of 50 cents per bale established from Vivian to Shreveport, via K. C. S. Ry. Order No. 141. Issued February 26, 1901. (Contested in Federal Court by the K. C. S. Ry. and decided against the Commission.)

Rehearing on Order No. 141, fixing the rate on cotton from Vivian to Shreveport. Denied. Order No. 157. Issued May 23, 1901.

Houston & Shreveport R. R. Co. Allowed to advance rates from Logansport and Keachie to Shreveport. Order No. 169. Issued August 24, 1901.

Estimated weight on cotton. Estimated weight of cotton in bales fixed at 535 pounds. Order No. 176. Issued October 10, 1901.

Concentration rates on cotton into Shreveport established. Order No. 200. Issued June 11, 1902.

Petition of citizens of Plain Dealing vs. St. L. S. W. Ry. Co. for reduction in rates on cotton. Dismissed, agreement having been reached. Order No. 214. Issued August 13, 1902.

Two cents per 100 pounds reduction in rates from points on T. & P. Ry. to New Orleans, unless "fire clause" in bills of lading is eliminated. Order No. 241. Issued November 20, 1902.

When bills of lading have been issued for all cotton tendered at regular stations, no violation of rules is committed. Order No. 242. Issued November 20, 1902.

Concentration rate of \$1.00 per bale established on all cotton brought by transportation companies into Shreveport to be refunded when cotton is delivered to originating carrier for reshipment. Order No. 296. Issued September 30, 1903.

Application for readjustment by La. Ry. & Nav. Co. Petition denied no just ground for advance being found. Order No. 306. Issued October 22, 1903.

Steamboats may add to authorized rate the actual cost of insurance on cotton. Order No. 339. Issued November 10, 1904.

Rates established from points on La. W. R. R. and M. L. & T. R. R. & S. S. Co. to Opelousas and to New Orleans, any cotton to be compressed at Lafayette. Order No. 386. Issued September 3, 1904.

Rates via Red River Line, from all landings on Red River below Alexandria to New Orleans, advanced 50 cents per bale. Order No. 398. Issued October 8, 1904.

Rate of 80 cents per bale, 535 pounds, from all points on East La. Railroad to New Orleans established. Order No. 417. Issued December 21, 1904.

N. O. & N. E. R. R. and East Louisiana Railroad granted permission to cancel rates on cotton in sacks from points on East Louisiana Railroad to New Orleans. Order No. 422. Issued February 17, 1905.

Rate of \$2.00 per bale on cotton from Bastrop and Mer Rouge to New Orleans established. Order No. 431. Issued February 17, 1905.

N. O. & N. W. R. R. Co. Having provided satisfactory facilities for handling cotton to and from the compress at Rayville, concentration rates are established. Order No. 465. Issued November 10, 1905.

The Texas & Pacific Ry. Co. required to cancel rates from points on Natchitoches Branch to New Orleans, with privilege of compressing at Alexandria, and establish rates from such points to New Orleans, with privilege of compressing at Natchitoches. Order No. 506. Issued April 16, 1906.

Petition of Webb Compress Co. (vs. T. & P. Ry. Co.) in re compressing cotton at nearest compress point, dismissed. Order No. 510. Issued April 16, 1906.

Petition of V., S. & P. Ry. Co. for readjustment of rates on cotton dismissed, all points at issue being covered in petition subsequently filed by Monroe Progressive League. Order No. 541. Issued July 10, 1906.

Complaint and petition of Monroe Progressive League vs. V., S. & P. Ry. Co. in the matter of readjustment of rates on cotton, dismissed. all points at issue being covered by petition of Monroe Progressive League subsequently filed. Order No. 542. Issued July 10, 1906.

A mileage tariff of rates on cotton showing gross rate, refund and net rate, applying to all compress points on the V., S. & P. Ry., adopted. Order No. 546. Issued August 2, 1906.

Rate of 35 cents per bale on cotton, flat, established for T. & P. Ry. Co. from Gloster to Shreveport. Order No. 599. Issued November 9, 1906.

Rates on cotton (advance) from Columbia to New Orleans. Petition denied and dismissed. Order No. 622. Issued January 7, 1907.

M. L. & T. R. R. & S. S. Co. et al. Concentration rates on cotton at Opelousas ordered established. Order No. 769. Issued September 13, 1907.

N. O. & N. W. R. R. Co. Rates on cotton to Rayville. Denied and dismissed. Order No. 784. Issued October 31, 1907.

Rates on cotton to Rayville. N. O. & N. W. R. R. Co. Denied. Order No. 784. Issued October 31, 1907.

Cotton. Unreasonable and excessive rates on. Webster Parish Farmers' Warehouse & Cotton Yard Co. vs. La. & Ark. Ry. Co. Rate of \$1.25 per bale established from Goldonna to Springhill station, inclusive, to Sibley. Order No. 843.

Rates on cotton from points on Natchitoches Branch of T. & P. Ry. to New Orleans. Adjusted and case dismissed. Order No. 983. Issued February 26, 1909.

Concentration charges on cotton at Monroe. V., S. & P. required to

eliminate objectionable portions of tariffs referring to limitations as to time of repayment. Order No. 1045. Issued July 29, 1909.

Changing basis of rates on cotton from "rates per bale" to "rates per 100 pounds." T. & P. Ry. Co. Order No. 1204. (Amended by Orders Nos. 1204-A and 1204-B.) Issued October 28, 1910.

Changing basis of rates on cotton from "rates per bale" to "rates per 100 pounds." T. & P. Ry. Order No. 1204-A. (Amending Order No. 1204.) (Amended by Order No. 1204-B.) Issued November 15, 1910.

Changing basis of rates on cotton from "rates per bale" to "rates per 100 pounds." T. & P. Ry. Order No. 1204-B. (Amending Orders Nos. 1204 and 1204-A.) Issued December 21, 1910.

Cancellation of Amendment No. 4 of Authority No. 6503, relative to compressing cotton at Bunkie, La., and other points. Cancellation ordered. T. & P. Ry. Co. Order No. 1308. Issued September 22, 1911.

Rates on cotton from points on G., C. & S. F. Ry. to New Orleans. Rates established. Order No. 1314. (Cancelled by Order No. 1321.) Issued September 22, 1911.

Rates on cotton from points on G., C. & S. F. Ry. to New Orleans. Rates established. Order No. 1321. (Cancels Order No. 1314, amended by Order No. 1321-A.) Issued October 26, 1911.

Rates on cotton from points on G., C. & S. F. Ry. to New Orleans. Order No. 1321-A. (Amends Order No. 1321 by making rate apply on cotton, any quantity.) Issued October 26, 1911.

Rates on cotton from points on H. & S. R. R. to New Orleans. H. & S. R. R. Co. et al. Rates established. Order No. 1322. Issued October 26, 1911.

Rates on cotton from L. & N. W. points to Natchitoches. Established. Order No. 1337. Issued February 29, 1912.

Rates on cotton from points on H. & S. R. R. to New Orleans. Order No. 1440. Issued July 25, 1912.

Application for authority to readjust rates on cotton and cotton linters when to be compressed at Alexandria and Mansura. L. R. & N. Co., T. & P. Ry. Co. Order No. 1609. Issued August 13, 1913.

Compressing cotton in transit at Alexandria originating at points on the Natchitoches Branch. T. & P. Ry. Co. Order No. 1774. Issued July 29, 1914.

Compressing cotton in transit. Through rates on. L. & A. Ry. Co. and T. & P. Ry. Co. Order No. 1777. Issued July 29, 1914.

In the matter of rates on cotton to, from and through Alexandria. St. L., I. M. & S. Ry. Co., T. & P. Ry. Co. Order No. 1780. Issued July 30, 1914.

Rates on cotton from, to and through Alexandria. C., R. I. & P. Ry. Co., T. & P. Ry. Co. and N. O., T. & M. Ry. Co. Order No. 1792. Issued September 23, 1914.

Rates on cotton from points on Rock Island into Alexandria. C., R. I. & P. Ry. Co. Rates established. Order No. 1843. Issued December 16, 1914.

Rates on cotton from points on Rock Island Railway to New Orleans, to be compressed at Alexandria. Order No. 1853. Issued January 12, 1915.

Readjustment of rates, rules and regulations on cotton and cotton linters from points on their respective lines to New Orleans. Rates established. All railroads. Order No. 2143. Issued November 20, 1917.

Readjustment of rates, rules and regulations on cotton and cotton linters from points in Louisiana to New Orleans. Order No. 2152. (Amending Order No. 2143.) Issued December 11, 1917.

Readjustment of rates, rules and regulations on cotton and cotton linters, from points in Louisiana. All railroads. Order No. 2153. (Amending Orders Nos. 2143 and 2152.) Issued December 18, 1917.

Readjustment of rates, rules and regulations on cotton and cotton linters from points in Louisiana to New Orleans. Order No. 2185. Issued February 20, 1918.

Amendment of Order No. 2153, relative to rates on cotton and cotton linters from Eunice Branch points to New Orleans. T. & P. Ry. Order No. 2187. Issued February 20, 1918.

Cotton Piece Goods. (See Cotton.)

Cotton in Sacks. (See Cotton.)

Cotton Seed and Cotton Seed Products.

Mileage rates established on cotton seed, between points on V., S. & P. Ry. Order No. 27. Issued October 18, 1899. (Cancelled by Order No. 58.)

Mileage rates established for transportation of cotton seed between stations on V., S. & P. Ry. Order No. 58. Issued March 26, 1900.

Switching charge of 25 cents per ton established, applying on cotton seed from boat landing at Alexandria to Oil Mills, for T. & P. Ry. Order No. 154. Issued May 23, 1901.

Rates on cotton seed for planting purposes, established for all railroads in Louisiana. Order No. 155. Issued May 23, 1901.

Petition of Stewart & Haas for reduction in rates on delinted cotton seed denied. Order No. 180. Issued November 20, 1901.

New Orleans Board of Trade vs. Louisiana Car Service Association. Extension of free time limit. Request refused. (Exception made in Order No. 312.) Order No. 186. Issued January 27, 1902.

Rates on cotton seed on mileage basis adopted for Y. & M. V. R. R. and I. C. R. R. Order No. 221. Issued August 13, 1902.

Mileage rates on cotton seed, carloads, between points on V., S. & P. Ry. established. Order No. 231. Issued November 19, 1902.

Concentration rates authorized on cotton seed concentrated at the Oil Mills at Shreveport. Order No. 296. Issued September 30, 1903.

T. & P. Ry. Co. allowed to cancel special rate on cotton seed between points on their line. Mileage rates to be applied. **Mileage tariff**

for Port Allen Branch established. Order No. 322. Issued December 17, 1903.

La. Ry. & Nav. Co. rates out of Alexandria, twenty miles and under, must not exceed rates out of Shreveport for same distances. Order No. 336. Issued November 10, 1904. (See Order No. 374.)

Petition of M. L. & T. R. R. & S. S. Co. for permission to cancel all special rates and apply mileage rates denied. Order No. 358. Issued June 17, 1904.

Petition of Longbridge Cotton Seed Oil Company for readjustment of rates for transportation of cotton seed from points on T. & P. Ry. to Longbridge, having been amicably adjusted, case dismissed. Order No. 359. Issued June 17, 1904.

Concentration rates into Shreveport and Alexandria allowed. Order No. 374. Issued August 10, 1904.

Rates on cotton seed oil, in tank cars, from Breau Bridge to New Orleans, via M. L. & T. R. R. & S. S. Co. established. Order No. 395. Issued October 8, 1904.

Rates of 10 cents per 100 pounds restored from points on L. & N. W. R. R. via V., S. & P. Ry. to Monroe and Shreveport. Order No. 404. Issued November 15, 1904. (Cancelled by Order No. 425.)

Petition of Standard Cotton Seed Oil Co., Ltd., vs. T. & P. Ry. Co. to revise and readjust rates. Commission will prepare a mileage rate, and a hearing will be granted on proposed tariff at subsequent session. Order No. 406. Issued November 15, 1904.

Rehearing on Order No. 404. Order No. 404 cancelled and joint through rates fixed from points on L. & N. W. R. R. to Monroe and Shreveport at 10 per cent less than the sum of the locals. Refund of \$1.00 per ton authorized. Order No. 425. Issued February 17, 1905.

Commission considered the adoption of uniform mileage rates. After hearing and mature deliberation, it was thought proposed adoption would seriously disorganize industries involved. Order No. 457. Issued July 11, 1905.

Application of Longbridge Cotton Oil Co. vs. T. & P. Ry. Co. for establishment of mileage rates on cotton seed and cotton seed products granted. Order No. 484. Issued December 13, 1905. (Affirmed by Order No. 489.)

Rehearing on Order No. 484. Affirmed. Order No. 489. Issued January 9, 1906. (This order and Order No. 484 contested in the Federal Court, and there pending.)

Rates on cotton seed, carloads, to Alexandria, from stations on the La. & Ark. Ry. established. Order No. 584. Issued October 12, 1906.

Rates on cotton seed, carloads, established from points on K. C. S. Ry. to Mansfield and Shreveport, with refund. Order No. 606. Issued November 9, 1906.

Complaint of Red River Oil Co. vs. La. Ry. & Nav. Co., alleging discrimination in rates on cotton seed into Alexandria, dismissed. Order No. 611. Issued December 4, 1906. (Rescinded by Order No. 623.)

Order No. 611 is rescinded. The La. Ry. & Nav. Co. is ordered to discontinue discrimination in rates against Alexandria. Order No. 623. Issued January 10, 1907.

La. & N. W. R. R. Co. et al. Rate of 15 cents established. Order No. 690. Issued April 25, 1907.

N. O. & N. W. R. R. Co. Rates on cotton seed between points on this railroad and Monroe, adjusted. Dismissed. Order No. 754. Issued September 13, 1907.

V., S. & P. Ry. Co., C., R. I. & P. Ry. Co. On and after October 1, 1907, defendant companies are required to reduce rate on cotton seed, carloads, to \$3.00 per ton. Order No. 767. Issued September 13, 1907.

La. Ry. & Nav. Co., L. & N. W. R. R. Co. Rates on cotton seed, carloads, established. Order No. 775. Issued September 13, 1907.

T. & P. Ry. Co., L. & N. W. R. R. Co. Joint rates on cotton seed, carloads, established. Order 776. Issued September 13, 1907.

For planting. C. L. & L. C. L. rates established. Effective February 1 to June 15, each year. Order No. 962. Issued January 27, 1909.

Cotton, seed rates on, from points on L. R. & N. line via L. & N. W. R. R. to Natchitoches. Rates established on complaint of Natchitoches Cotton Oil Co. Order No. 993. Issued April 15, 1909.

Cotton seed and fertilizer. Application of K., G. & S. W. R. R. Co. to readjust rates on from New Orleans to points on line granted in so far as concerns fertilizer—denied on cotton seed. Order No. 1003. Issued April 15, 1909.

Maximum rates on cotton seed established. Order No. 1506. Issued January 16, 1913.

Rates on cotton and cotton seed. S., L. B. & S. Ry. Co. Order No. 1610. Issued August 13, 1913.

Rates on cotton seed, carloads, between points on defendant's line in Louisiana. M. L. & T. R. R. & S. S. Co., La. W., and L. & V. R. R. Order No. 1625. Issued October 21, 1913.

Cotton seed rates, New Orleans to Lafayette Parish stations of M. L. & T. Refused. Order No 1669. Issued January 27, 1914.¹

Application for readjustment of rates on cotton seed between points on its line in Louisiana. L. R. & N. Co. Granted. Order No. 1792. Issued September 23, 1914.

Application for readjustment of rates on cotton seed between points on its line in Louisiana. L. R. & N. Co. Granted. Order No. 1793. Issued September 23, 1914.

Application for readjustment of rates on cotton seed between points on its line in Louisiana. L. R. & N. Co. Order No. 1805. Cancelling Order No. 1793. Issued October 23, 1914.

Mixing cotton seed hulls and cotton seed meal in carloads and rates in connection therewith. T. & P. Ry. Co. Order No. 1816. Issued November 24, 1914.

Readjustment of cotton seed rates. Southern Pacific Lines. Order No. 1909. Issued May 26, 1915.

Rates on cotton seed and cotton seed linters between stations on the V., S. & P. established. Order No. 1850. Issued December 17, 1914.

Readjustment of rates on cotton seed. Southern Pacific Lines. Order No. 1922. Issued July 21, 1915. Amending Order No. 1911.

Readjustment of rates on cotton seed. Southern Pacific Lines. Order No. 1911. Issued June 23, 1915. Amending Order No. 1909.

Rates on cotton seed and cotton seed products established. Order No. 2189. Issued February 28, 1918.

Cotton Seed Oil. (See Oils.)

Covers for Seats.

Covers, linen, for upholstered seats in coaches. Louis Ochs vs. Railroads in Louisiana. Dismissed. Order No. 903.

Linen covers for upholstered seats. Petition denied. Order No. 1046. Issued September 30, 1909.

Seats, linen covers for. Petition denied. Order No. 1046. Issued September 30, 1909.

Linen covers on backs and cushions of plush seats on passenger coaches ordered in. Order No. 1474. Issued October 17, 1912.

Linen covers on backs of plush seats in passenger coaches. Order No. 1509. Issued February 20, 1913. Cancelling Order No. 1474.

Cream.

Rates on to Ruston. V., S. & P. Ry., C., R. I. & P. Ry., Tremont & Gulf Ry., L. & N. W. Ry and A. & A. Ry. Rates established. Order No. 1966. Issued January 27, 1916.

Crossings.

Proceedings against the St. L. S. W. Ry. Co. for violations of rules relative to crossings at public highways dismissed, as, upon Commission's suggestions, crossings were put in proper condition. Order No. 412. Issued September 15, 1904.

Petition of K. C. S. Ry. Co. vs. La. West. R. R. Co. for order requiring defendants to allow crossings over tracks in City of Lake Charles dismissed. Order No. 479. Issued November 10, 1905.

The Y. & M. V. R. R. Co. Order to repair public road crossings at McManus. Order No. 491. Issued January 9, 1906.

A railroad company shall have the right with its railroad to intersect, connect with, or cross any other railroad operated in Louisiana. Order No. 499. Issued February 19, 1906.

Petition of Haas & Lyle, asking that the Texas & Pacific Railway Co. be required to raise its grade over Bayou Boeuf so as to increase height of clearance over public road, denied, as the Commission considers the clearance ample. Order No. 558. Issued October 10, 1906.

La. Ry. & Nav. Co. Company required to put public crossings in good condition in Avoyelles parish. Order No. 699. Issued April 25, 1907.

Crossing logging roads without stopping trains. St. L., I. M. & S. Ry. Order No. 1165. Issued June 30, 1910.

Crossing logging roads and cane spurs without stopping trains. L. R. & N. Co. Granted. Order No. 1189. Issued July 28, 1910.

Crossing logging and short railroads without stopping trains. L. R. & N. Co. Granted. Order No. 1180. Issued July 28, 1910.

Crossing logging and short railroads without stopping trains. Granted. K. C. S. Ry. Order No. 1186. Issued September 30, 1910.

Crossing over logging and other short line railroads without stopping trains. C., R. I. & P. R. R. Granted. Order No. 1189. Issued September 30, 1910.

Crossings. Stopping trains at Garyville. L. R. & N. Ordered to stop. Order No. 1200. Issued October 28, 1910.

Crossings. Private road crossings over tracks near Lafourche. Denied. M. L. & T. R. R. & S. S. Co. Order No. 1225. Issued January 10, 1911.

Public road crossings, Parish of East Baton Rouge. Ordered repaired by L. R. & N. Co. Order No. 1396. Issued April 10, 1912.

In the matter of opening crossing in the town of Bernice. C., R. I. & P. Ry. Co. Order No. 1648. Issued December 2, 1913.

Cattle guards and crossings over track in East Baton Rouge Parish. L. R. & N. Co. Ordered in. Order No. 1971. Issued February 15, 1916.

Protection of street crossings in city of Baton Rouge. L. R. & N. Order No. 2040. Issued September 15, 1916.

Protection of street crossings in city of Baton Rouge. L. R. & N. Co. Order No. 2054. Issued December 5, 1916.

Damage to Baggage. (See Baggage.)

Decisions, Orders and Rehearings.

Decisions and orders effective after ten judicial days have elapsed from the day they are rendered, etc.

This rule shall not apply to orders imposing fines or penalties for violations of rules or orders of the Commission. All orders imposing such fines and penalties shall become immediately operative and enforceable. Order No. 498. (Issued February 19, 1906.) (Cancels conflicting rules.)

Delays in Shipments.

M. L. & T. R. R. & S. S. Co. Investigation shows delays were caused by quarantine regulations and service improved thereafter. Case dismissed. Order No. 508. Issued April 16, 1906.

Pacific Express Company. Delay in shipment. Dismissed. Order No. 650. Issued February 5, 1907.

V., S. & P. Ry. Co. and C., R. I. & P. Ry. Co. Delays in shipments to stations on C., R. I. & P. Ry. Dismissed. Order No. 744. Issued July 24, 1907.

Delivery of Money Packages by Express. (See also "Express Rates and Service.")

Bank of Boyce vs. Pacific Express Co. Plaintiffs must have a representative to meet trains upon which they expect money shipments and receipt for same when the train is on time, or not more than one hour late. Otherwise, the express company should hold the money package in their custody until such time as they may make delivery without unnecessary hazard. Order No. 502. Issued February 20, 1906.

Depots, Stations and Facilities.

Depot at Abbington. Granted. T. & P. Ry. Co. Order No. 1813. Issued November 24, 1914.

Abney, flag station. N. O. & G. N. R. R. Co. allowed to discontinue. Order No. 874. Issued April 29, 1908.

Albany. Depot facilities provided by Y. & M. V. R. R. Co. and complaint dismissed. Order No. 972. Issued January 27, 1909.

Depot at Albany. Dismissed. Y. & M. V. R. R. Co. Order No. 1947. Issued November 16, 1915.

Alden Bridge. Discontinuance as a freight station. Denied. St. L., I. M. & S. Ry. Order No. 1899. Issued April 28, 1915.

Alberta. La. & Ark. Ry. Co. Petition for depot denied and dismissed. Order No. 655. Issued March 19, 1907.

Application for agent at Archie. Louisiana & Arkansas Railway Co. Denied. Order No. 2145. Issued November 20, 1917.

Changing name of Amesville to Marrero. Trans-Mississippi Terminal R. R. Co. Granted. Order No. 2088. Issued April 10, 1917.

Alexandria. St. L., I. M. & S. Ry., T. & P. Ry., et als. Said companies required to build depot, work to begin on same within six months from date of order. Order No. 659. Issued March 19, 1907. (Time extended by Order No. 808.)

Depot and agency at Alma. C., R. I. & P. Ry. Co. Order No. 1656. Issued December 3, 1913.

Alexandria. St. L., I. M. & S. Ry. and T. & P. Ry. Co. Time within which to build extended. Order No. 808. Issued October 31, 1907. (Amending Order No. 659.)

Alexandria. La. & Ark. Ry. Co. Plans approved April 25, 1907. Order No. 700. Issued April 25, 1907.

Alexandria. Depot facilities ordered. Order No. 1337. Issued December 21, 1911.

Alma. Petition to require Rock Island lines to build depot at Alma dismissed. Adequate facilities have been provided. Order No. 1021. Issued May 27, 1909.

Ama. Flag station established for local trains. M. L. & T. R. R. & S. S. Co. One train each way per day. Rehearing granted; order held in abeyance. Order No. 915. Issued October 8, 1908.

Amesville. Flag station discontinued for trains Nos. 53 and 54, T. & P. Ry. Co. Order No. 999. Issued April 15, 1909.

Antonia. Passenger pagoda ordered. Order No. 1271. Issued July 27, 1911.

Arcadia. Locating depot. Order No. 1128. Issued March 23, 1910.

Atlanta. Rebuilding depot at. Citizens of Atlanta vs. L. R. & N. Co. Defendant company required within ninety days to rebuild depot at Atlanta and place an agent in charge. Order No. 886.

Atlanta. Extending time for building depot at. Citizens of Atlanta vs. L. R. & N. Co. Defendants granted until October 29, 1908, to rebuild depot at Atlanta. Order No. 893.

Avondale. Holding passenger trains at. Sol. Miller vs. M. L. & T. R. R. & S. S. Co. Dismissed. Order No. 879.

Azucena. M., H. & L. R. R. Co. Order to build a standard freight and passenger depot within ninety days from date of this order. Order No. 426. Issued February 27, 1905.

Azucena. Correcting Order No. 426. Order No. 439. Issued April 19, 1905. (Amending Order No. 426.)

Baskin. N. O. & N. W. R. R. Co. Ordered to build a suitable freight warehouse within thirty days. Order No. 423. Issued February 17, 1905.

Baskin. N. O. & N. W. R. R. Co. Ordered to build depot. Order No. 1123. Issued March 23, 1910.

Baskin. Time extended for building depot. Order No. 1161. Issued June 30, 1910.

Baton Rouge. Y. & M. V. R. R. Co. Having acquiesced in petition, case dismissed. Order No. 357. Issued June 17, 1904.

Depot at Baton Rouge. L. R. & N. Co. Depot ordered built. Order No. 1716. Issued April 28, 1914.

Baton Rouge. Depot at. L. R. & N. Ordered built. Order No. 1744. (Amending Order No. 1716.) Issued June 10, 1914.

Baxter. Flag station at. Citizens of East Baton Rouge Parish vs. L. R. & N. Co. Denied. Order No. 836.

Bayou Sara. Y. & M. V. R. R. Co. The Commission is without jurisdiction over the naming of depots, and cannot require a railroad company to change the name of a depot. (Opinion of Attorney General quoted.) Order No. 585. Issued October 11, 1906.

Bayou Sara. Standard depot ordered to be built by L. R. & N. Co. before June 30, 1909. Agent to be placed in charge when completed. Order No. 965. Issued January 27, 1909.

Belcher. Request of citizens of Rush Point refused. Order No. 15. Issued October 13, 1899. (See also Orders Nos. 54, 109, 158 and 168.)

Belcher. Rehearing on Orders Nos. 15 and 54. Freight room ordered

built within thirty days from the date of this order at Belcher. Order No. 109. Issued September 21, 1900.

Belcher. Standard depot ordered built within ninety days from date of this order. Order No. 158. Issued May 23, 1901.

Belcher. T. & P. Ry. Co. Granted an extension of ninety days to comply with Commission's order. Order No. 168. Issued August 21, 1901.

Belle Chase. N. O., S. & G. I. R. R. Co. Order No. 1666. Issued January 27, 1914.

Application to eliminate Belledeau as a flag station. L. R. & N. Order No. 1866. Issued January 28, 1915.

Bell City. La. West. R. R. Co. required to establish flag station and to build a standard passenger pagoda within thirty days from date of this order. Order No. 512. Issued May 16, 1906.

Bell City. L. W. R. R. Co. required to erect combination depot at Bell City. Rescinded by Order No. 1043. Order No. 1014. Issued May 27, 1909.

Bell City. Order No. 1014, requiring L. W. R. R. Co. to build depot at that point rescinded. Order No. 1043. Issued July 29, 1909.

Benson. K. C. S. Ry. Co. Ordered to build depot within sixty days from date of this order. Order No. 24. Issued October 18, 1899.

Bentley. Plants for depot approved. Louisiana & Arkansas Ry. Co., ex parte. Order No. 957.

Berry. Changing stop from Berry to Pico. N. O. G. N. R. R. Co. Order No. 1568. Issued May 27, 1913.

Berry Station. Application for discontinuance. N. O. G. N. Denied. Order No. 1360. Issued February 1, 1912.

Berwick. M. L. & T. R. R. & S. S. Co. Ordered to build standard depot within sixty days from date of order. Order No. 81. Issued August 2 1900. (Contested in State court and decided by Supreme Court of Louisiana in favor of Commission.)

Blenville. La. & N. W. R. R. Co. Ordered to make repairs at Blenville, seats, ice water and closets at Homer. Order No. 76. Issued June 29, 1900.

Blenville. L. & N. W. R. R. Co. This company having provided sufficient facilities for accommodation of patrons, case is dismissed. Order No. 594. Issued November 9, 1906.

Blenville. L. & N. W. R. R. Co. Ordered to build new depot within ninety days. Order No. 812. Issued November 21, 1907. (Sixty days' additional time granted.)

Black River. Natchez & Western Ry. Co. Plans approved and depot ordered built. Order No. 685. Issued April 25, 1907.

Bossier City. V., S. & P. Ry. Co., L. R. & N. Co. and St. L. Swn. Ry. Co. required to erect depots in Bossier City. Order No. 1028. Issued July 1, 1909.

Bossier City. Order No. 1028 requiring various railroads to build

depot at Bossier City affirmed; time extended thirty days and V., S. & P. not to stop fast through trains. Order No. 1044. Issued June 29, 1909.

Bossier City. V., S. & P. Ry. Co. Depot ordered built within four months. Order No. 1336. Issued December 21, 1911.

Bossier City. Depot. Rescinded Order No. 1336 by Order No. 1353. Issued February 1, 1912.

Bossier City. Depot. Standard freight and passenger depot ordered built. V., S. & P. Ry. Co. Order No. 1407. Issued April 23, 1912.

Bourg. Col. Sou., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Boutte. M. L. & T. R. R. & S. S. Co. Ordered to build depot within ninety days from date of order. Order No. 2. Issued May 18, 1899.

Boutte. Order No. 2, requiring M. L. & T. R. R. & S. S. Co. to build depot at Boutte, amended so as to reduce the size of the depot ordered. Order No. 9. Issued June 22, 1899.

Brookview Station. Change of location permitted. K. & E. Ry. Order No. 1685. Issued February 17, 1914.

Brusly. T. & P. Ry. Co. required to construct combination freight and passenger depot at Brusly. Order No. 1018. Issued May 27, 1909.

Burford Flag Station. New Orleans Great Northern R. R. Co. allowed to discontinue. Order No. 874. Issued April 24, 1908.

Depot at Bush. N. O. G. N. R. R. Ordered built. Order No. 1993. Issued May 23, 1916.

Application to discontinue telegraph office at Black Hawk. Texas & Pacific Ry. Denied. Order No. 2133. Issued October 24, 1917.

Changing location of depot at Breau Bridge. Order No. 2224. Issued August 5, 1918.

Flag stop at Caddo and shelter for L. C. L. freight. K. C. S. Ry. Depot ordered built. Order No. 2024. Issued July 18, 1916.

Re-establishment of ticket agency at Calvin. Denied. La. & Ark. Ry. Co. Order No. 1956. Issued December 13, 1915.

Calhoun. V., S. & P. Ry. Co. Required to rebuild depot within thirty days and place agent in charge of same. Order No. 504. Issued March 1, 1906.

Establishment of flag station at Carlton. L. & A. Ry. Co. Order No. 1647. Issued December 2, 1913.

Passenger and freight facilities at Cedar Grove. K. C. S. Ry. Co. Order No. 1542. Issued April 17, 1913.

Addition of Camac to list of stations. Glenmora & Western Ry. Co. Order No. 2156. Issued December 18, 1917.

Discontinuance of commercial telegraph service at Castor. Postal Telegraph-Cable Co. Order No. 2121. Issued September 4, 1917.

Petition for depot and agency at Crase. St. L., I. M. & S. Ry. Co. Order No. 1575. Issued May 28, 1913.

Depot and better facilities and accommodations at Cheniere. V., S. & P. Ry. Co. Order No. 1544. Issued April 17, 1913.

Reinstatement of Christie by K. C. S. Ry. as flag stop. Order No. 1455. Issued September 26, 1912.

Stations. Petition for station at Clalborne. N. O. G. N. R. R. Co. Established. Order No. 1493. Issued December 12, 1912.

Requiring depot at Clifton. N. O. G. N. R. R. Co. Order No. 1452. Issued September 26, 1912.

Conrad. Re-establishment of flag station at. L. R. & N. Order No. 1870. Issued February 23, 1915.

Cordes. Application to eliminate as flag station. L. R. & N. Order No. 1861. Issued January 28, 1915.

Crew Lake. Freight and passenger service at. Dismissed. V., S. & P. Ry. Order No. 1949. Issued November 16, 1915.

Carroll. La. Ry. & Nav. Co. Petition for depot dismissed. Order No. 691. Issued April 25, 1907.

Stopping trains at Carvel and repairs to depot at that point. L. R. & N. Co. Granted. Order No. 1814. Issued November 24, 1914.

Castor. La. & Ark. Ry. Co. As business does not warrant same, petition is denied and dismissed. Order No. 143. Issued March 27, 1901.

Chef Mentour. L. & N. R. R. Co. Required to build within sixty days from date of order a large enclosed passenger pagoda. Order No. 593. Issued November 9, 1906.

Cheneyville. M. L. & T. R. R. & S. S. Co. Ordered to build a new passenger depot within sixty days from date of this order. Order No. 375. Issued August 10, 1904.

Charleston. Freight and passenger depot at. Case dismissed. Order No. 1636. Issued February 17, 1914.

Colpe. Col. Sou., N. O. & P. Ry. Co. Plans approved. Order No. 698. Issued April 25, 1907.

Columbia. St. L., I. M. & S. Ry. Co. Plans approved and depot ordered built without unreasonable delay. Order No. 686. Issued April 25, 1907.

Courtbleau. Col. Sou., N. O. & P. Ry. Co. Plans for depot approved. Order No. 700. Issued April 25, 1907.

Cotton Valley. La. & Ark. Ry. Co. Plans for depot approved. Order No. 700. Issued April 25, 1907.

Crew Lake. Flag station moved to Charleston. Citizens of Richland Parish vs. Vicksburg, Shreveport & Pacific Ry. Co. Petition denied. Order No. 910.

Charleston. Depot at. Citizens of Richland Parish vs. Vicksburg, Shreveport & Pacific Ry. Co. Ordered, after August 1, 1908, to establish a station and stop all trains now stopping at Crew Lake at Charleston. Order No. 904.

Curry. Citizens of, vs. Tremont & Gulf Ry. in re inadequate train service. Dismissed. Order No. 1002. Issued April 15, 1909.

Cheniere. Application to close depot denied. Order No. 1195. Issued October 28, 1910.

Colfax. Freight and passenger depot ordered. Order No. 1270. Issued May 24, 1911.

Creston. Depot ordered built. Order No. 1115. Issued February 24, 1910.

Application to discontinue DeBlieux as a flag station. L. R. & N. Co. Order No. 1630. Issued October 22, 1913.

Delhi. V., S. & P. Ry. Co. Ordered to build depot within ninety days. Order No. 735. Issued June 25, 1907. (Amended by Order No. 743.)

Delcambre. Depot ordered to be built by I. & V. R. R. Co. within ninety days. Order No. 963. Issued January 27, 1909.

Delcambre. Milk shed ordered built. Y. & M. V. R. R. Order No. 1748. Issued June 30, 1914.

Delhi. (Amending Order No. 735.) V., S. & P. Ry. Co. Order so amended as to require above named railroad to enlarge and remodel its present depot at Delhi. Order No. 743. Issued July 24, 1907.

De Quincy. K. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

De Quincy. C. S., N. O. & P. Ry. Co. Plans for depot approved. Quincy. Dismissed. Order No. 820. Issued November 26, 1907.

De Ridder. K. C. S. Ry. Co. Approved. Work ordered to be commenced without unreasonable delay, to be completed within ninety days from date of order. Order No. 763. Issued September 13, 1907.

Depot facilities at Dido. Order No. 2219. Issued July 23, 1918.

Donaldsonville. T. & P. Ry. Co. Ordered to repair ladies' toilet in depot at Donaldsonville within thirty days from date of this order. Order No. 47. Issued January 30, 1900.

Donaldsonville. Petition of citizens for larger depot denied. Commission considered the facilities adequate for business handled. Order No. 364. Issued July 7, 1904.

Doss. Petition for order requiring St. L., I. M. & S. Ry. Co. to build depot at Doss denied on account of its close proximity to Collinston. Order No. 117. Issued November 16, 1900.

Petition for depot at Doyle on V., S. & P. Ry. denied. Business does not warrant additional facilities at this time. Order No. 144. Issued March 27, 1901.

Drew. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Dry Prong. La. & Ark. Ry. Co. Ordered to build freight and passenger depot within ninety days. Order No. 716. Issued June 1, 1907. (Amended by Order No. 739.)

Dry Prong. La. & Ark. Ry. Co. (Amends Order No. 716.) Thirty days' additional time granted to comply with Order No. 716. Order No. 739. Issued July 24, 1907.

Dubach. Petition for increased facilities at Dubach, on the Ark. Sou. R. R., denied. Order No. 443. Issued May 25, 1905.

Duff. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Davis' Mill flag station. New Orleans Great Northern R. R. Co. allowed to discontinue. Order No. 874. Issued April 24, 1908.

Dean Station. Depot facilities at. Citizens of Union Parish vs. Little Rock & Monroe Ry. Co. Required within ninety days to build waiting room on portion of platform. Order No. 880.

Delhi. Depot at. Citizens of Delhi vs. Vicksburg, Shreveport & Pacific Ry. Co. Dismissed. Order No. 842.

Doyle. Depot ordered built. Order No. 1209. Issued November 25, 1910.

Doyline. Petition to be relieved from the operation of Rule No. 70, relative to keeping depot open, granted. Order No. 1236. Issued February 23, 1911.

Ditch. Changing name to Rhoda. Dismissed. Order No. 1817. Issued October 26, 1911.

Application to discontinue telegraph office at Deerpark. Texas & Pacific Railway. Denied. Order No. 2133. Issued October 24, 1917.

Edith. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Eudora-Gilbert Branch. St. L., I. M. & S. Ry. Co. Plans for depots approved. Order No. 696. Issued April 25, 1907.

Eunice. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Eunice. Depot. New passenger depot. Order No. 1408. Issued May 30, 1912.

Ellerman. Flag station at. New Orleans Great Northern R. R. Co. allowed to discontinue. Order No. 874. Issued April 29, 1908.

Eola. Depot at. Citizens of Eola vs. Texas & Pac. Ry. Co. Depot ordered built within sixty days. Order No. 883.

Eola. Extending time for building depot. Citizens of Eola vs. Texas & Pacific Ry. Co. Ordered that the T. & P. Ry. Co. be allowed sixty days' additional time to build depot at Eola. Order No. 900. (Amending Order No. 883.)

Edenborn. Changing name to Gonzales denied. Order No. 1202. Issued October 28, 1910.

Changing name of Edenborn station to Gonzales. L. R. & N. Co. Granted. Order No. 1815. Issued November 24, 1914.

Essen. Station moved to Mile Post 231.3. Order No. 1252. Issued April 27, 1911.

Frenier. I. C. R. R. Co. Ordered to build depot within sixty days. Order No. 108. Issued September 21, 1900.

Frogmore. Natchez & Western Ry. Co. Plans for depot approved; depot ordered built. Order No. 685. Issued April 25, 1907.

Depot facilities at Frost. Order No. 2245. Issued December 17, 1918.

Fulton. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Florence. N. O. & N. W. Ry. Co. Ordered to provide additional facilities at Florence within thirty days from date of order. Order No. 5. Issued May 20, 1899.

Flournoy. M., K. & T. Ry. Co. Petition for depot denied. No reasonable necessity. Order No. 543. Issued July 10, 1906.

Frierson. K. C. S. Ry. Co. Having complied with demands of petitioners, case dismissed. Order No. 265. Issued March 9, 1903.

Florence. Depot at. Citizens of Catahoula vs. N. O. & N. W. R. R. Co. Depot ordered built within ninety days and an agent placed in charge. Order No. 894.

Forbing. Passenger pagoda at. Residents of Forbing, Louisiana, vs. Kansas City Southern Railway Co., No. 1068. Pagoda ordered built within thirty days. Order No. 941.

False River. Flag station. T. & P. Ry. Co. Discontinued for trains Nos. 53 and 54. Order No. 999. Issued April 15, 1909.

Fay. Flag station. L. & A. Ry. permitted to change location of. Order No. 1052. Issued September 30, 1909.

Fluker Station. Shed and truck at. Ordered installed. Order No. 1687. Issued February 17, 1914.

Depot ordered built. Illinois Central Railroad Co. Order No. 2099. Issued June 6, 1917.

Franklinton. Depot located in square of No. 16 and the N. O. G. N. R. R. Co. ordered to build same within ninety days. Order No. 1075. Issued November 24, 1909.

Depot and agency at Fryeburg. L. & A. Ry. Co. Order No. 1546. Issued April 17, 1913.

Forest. Depot ordered built. Order No. 1285. Issued July 27, 1911.

Changing name of "Gassler" station to "Frey." Order No. 1409. Issued May 30, 1912.

Gentilly Station. L. & N. R. R. Co. given permission to change location of said station. Order No. 1667. Issued January 27, 1914.

Gilbert. N. O. & N. W. R. R. Co. Required to build depot by January 1, 1901. Order No. 115. Issued November 16, 1900.

Gertreau. Petition for flag stop. Denied. L. R. & N. Co. Order No. 1886. Issued March 23, 1915.

Gonzales. La. Ry. & Nav. Co. Required to build depot within ninety days from date of order and to place an agent in charge of same. Order No. 535. Issued June 12, 1906. (Contested in State court and decided by Supreme Court, in January, 1908, in favor of the Commission.)

Changing name of Edenborn station to Gonzales. L. R. & N. Co. Granted. Order No. 1815. Issued November 24, 1914.

Gordon. C. S., N. O. & P. Ry. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Grace. La. & Ark. Ry. Co. Plans for depot approved. Order No. 700. Issued April 25, 1907.

Grappes Bluff. La. Ry. & Nav. Co. Petition for depot denied and dismissed. Order No. 818. Issued November 26, 1907.

Depot at Grangeville. New Orleans, Natalbany & Natchez Ry. Co. Order No. 1511. Issued February 20, 1913.

Grayson. St. L., I. M. & S. Ry. Co. Ordered to provide comfortable seats at Grayson depot. Order No. 52. Issued March 20, 1900.

Grayson. St. L., I. M. & S. Ry. Co. Required to employ an agent at Grayson and to connect depot by phone with depot at Clark. Order No. 670. Issued March 19, 1907.

Greenville. N. O. & N. W. R. R. Co. Granted permisison to remove depot at Greenville to a point a half-mile north of its old location. Order No. 150. Issued April 30, 1901.

Gretna. T. & P. Ry. Co. Ordered to build a suitable depot within ninety days from date of order and to place an agent in charge. Order No. 355. Issued May 19, 1904.

Gretna. The M. L. & T. R. R. & S. S. Co. having opened a freight depot and placed an agent in charge, case dismissed. Order No. 467. Issued November 10, 1905.

Georgetown. Louisiana & Arkansas Ry. Co. granted permisison to close station. Order No. 873. Issued April 29, 1908.

Gilliam. Rebuilding depot at. Railroad Commission of Louisiana vs. Texas & Pacific Ry. Co. Required to rebuild and place an agent in charge by February 15, 1909. Order No. 952.

Gold Dust. Shipping facilities at. Citizens of Gold Dust vs. M. L. & T. R. R. & S. S. Co. No. 1032. Dismissed. Order No. 946.

Gurley. Freight warehouse at. Citizens of Gurley vs. Y. & M. V. R. R. Co. Dismissed. Order No. 950.

Gilbert. St. L., I. M. & S. Ry. Co. Ordered to build depot at Gilbert within ninety days. Order No. 1059. Issued September 30, 1909.

Glenwood. Passenger pagoda and freight warehouse to be built within ninety days by T. & P. Ry. Co. Order No. 964. Issued January 27, 1909.

The St. L., I. M. & S. Ry. Co. authorized to move its station at Georgetown to the junction of the La. & Ark. R. R. Co., where a joint station is to be erected. Order No. 409. Issued November 15, 1904.

Georgetown. Night agent ordered installed. Order No. 1228. Issued February 10, 1911.

Greenwood. Depot ordered built. Order No. 1211. Issued November 25, 1910.

Greenwood. Time for completing depot extended. Order No. 1245. Issued February 23, 1911.

Petition for depot and agency at Gurley. Y. & M. V. R. R. Co. Order No. 1554. Issued May 27, 1913.

Hagan. L. & N. W. R. R. Co. and La. Ry. & Nav. Co. Required to

build a joint passenger depot within four months. Order No. 783. Issued October 31, 1907. (Sixty days' additional time granted.)

Freight platform and waiting room for passengers at Hahn's Station. M. L. & T. R. R. & S. S. Co. Order No. 1636. Issued October 23, 1913.

Hair's Switch. Freight facilities at. M. L. & T. R. R. Order No. 1961. Issued December 13, 1915.

Hall City. Petition to rescind Order No. 550, requiring depot to be built at Merryville. Order rescinded. J. & E. R. R. Co. shall, within ninety days from the date of order, build standard passenger and freight depot at Hall City.

Hawling. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Station. Flag station midway between Hammond and Roberts. Order No. 1411. Issued May 30, 1912.

Depot at Holly. K. C. S. Ry. Co. Order No. 1510. Issued February 20, 1913.

Application to discontinue Hood, Red Bluff and Phalzheim stations on the Shore Line between Covington and Folsom. N. O. G. N. Order No. 1588. Issued July 21, 1913.

Passenger depot on Main street in Houma. M. L. & T. R. R. & S. S. Co. Order No. 1505. Issued January 16, 1913.

Depot facilities at Houma. M. L. & T. R. R. & S. S. Co. Order No. 1574. Issued May 28, 1913.

Haynesville. Depot having been built by the La. & N. W. Ry. Co. pending hearing on petition for order to require same, dismissed. Order No. 100. Issued September 21, 1900.

Hodge. Ark. So. R. R. Co. Petition for depot at Hodge dismissed. Order No. 610. Issued December 4, 1906.

Hamburg, rebuilding of depot. To the Texas & Pacific Ry. Co. Depot ordered built by June 1, 1908. Order No. 854.

Hutchinson, flag station. New Orleans Great Northern R. R. Co. allowed to discontinue. Order No. 874. Issued April 29, 1908.

Hessmer. Citizens of, vs. L. R. & N. Co., in matter of flag stop at Hessmer. Dismissed. Order No. 1056. Issued September 30, 1909.

Hewes, flag station, T. & P. Ry. Co., discontinued for trains Nos. 53 and 54. Order No. 999. Issued April 15, 1909.

Hammond. Depot ordered built and facilities installed. Order No. 1193. Issued October 28, 1910.

Depot at Holden. Y. & M. V. R. R. Denied. Order No. 2045. Issued October 17, 1916.

Application for discontinuance of flag stop at Huggins and establishment of flag stop at Julia instead. N. O. G. N. R. R. Co. Order No. 1570. Issued May 27, 1913.

Application to discontinue Insel as a freight station and remove spur track at that point. Granted. L. R. & N. Co. Order No. 1712. Issued April 28, 1914.

Irwinville. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Passenger and freight depot at Isabella. N. O. G. N. R. R. Co. Order No. 1596. Issued July 23, 1913.

Enlargement of freight depot at Isabel. Dismissed. N. O. G. N. R. R. Co. Order No. 2102. Issued July 18, 1917.

Jamestown. Louisiana & Arkansas Ry. Co. granted permission to close station. Order No. 873. Issued April 29, 1908.

Application for authority to move passenger padogas from Jefferson Terra and Hubertville to South Franklin and Verdonville. N. O., T. & M. Order No. 1637. Issued October 23, 1913.

Geneva. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Jones Station. St. L., I. M. & S. Ry. Co. Required to build depot within ninety days from date of order. Order No. 6. Issued May 18, 1899.

Jena. Discontinuance of commercial telegraph service at Jena. Postal Telegraph-Cable Company. Granted. Order No. 2120. Issued September 4, 1917.

Depot and shipping facilities on the Louisiana side of the Louisiana-Arkansas State line at Junction City. C., R. I. & P. Ry. Co. Order No. 1601. Issued July 23, 1913.

Kateland. Request to change station. Denied. Order No. 642. Issued January 10, 1907.

Kelly. St. L., I. M. & S. Ry. Co. Required to build depot within sixty days from date of this order, and to place an agent in charge of same. Order No. 335. Issued March 9, 1904.

Kenner. I. C. R. R. Co. Plans for new depot approved. Order No. 732. Issued June 27, 1907.

Kernan. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Kinder. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Kentwood. Transfer facilities ordered. Order No. 1154. Issued June 30, 1910.

Kentwood. Transfer facilities. Case dismissed. Order No. 1156. Issued June 30, 1910. (See Order No. 1154.)

Kinder. Enlargement and improvement of depot. Order No. 1410. Issued May 30, 1912.

Kernan. Establishment of station at, instead of Bear. N. O., T. & M. R. R. Order No. 1894. Issued April 27, 1915.

Kleinwood. Application to eliminate as a flag station. L. R. & N. Order No. 1894. Issued April 27, 1915.

Kleinwood. Service on spur track at Kleinwood. L. R. & N. Service ordered. Order No. 2118. Issued September 4, 1917.

Kleinwood. Stopping trains 3 and 4 at Kleinwood. L. R. & N. Co. Denied. Order No. 2136. Issued October 24, 1917.

Kent. Removal of depot building at, and change name from Kent to Woodrow. Granted. Alexandria & Western Railroad Co. Order No. 2107. Issued July 18, 1917.

Kleinpeter. Facilities for loading live stock ordered in. L. R. & N. Co. Order No. 2065. Issued January 19, 1917.

Depot and agency at Laccassine. Granted. L. W. R. R. Co. Order No. 1828. Issued November 24, 1914.

Lacy. Depot at. E. L. Woodside vs. Louisiana Railway & Navigation Company. Depot ordered built within ninety days. Order No. 907.

Leslie flag station. New Orleans Great Northern R. R. Co. allowed to discontinue. Order No. 874. Issued April 29, 1908.

Lamourie. Depot rebuilt after being burned. Complaint against T. & P. Ry. Co. dismissed. Order No. 972. Issued January 27, 1909.

Livonia, flag station. T. & P. Ry. Co. Discontinued for trains Nos. 53 and 54. Order No. 999. Issued April 15, 1909.

Loria, flag station. T. & P. Ry. Co. Discontinued for trains Nos. 53 and 54. Order No. 999. Issued April 15, 1909.

Lyle, flag station. T. & P. Ry. Co. Discontinued for trains Nos. 53 and 54. Order No. 999. Issued April 15, 1909.

Lamourie. C., R. I. & P. Ry. Co. Plans for depot approved. Order No. 708. Issued June 1, 1907.

Lattinna. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Lauderdale. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 688. Issued April 25, 1907.

Lecompte. Petition for order requiring the T. & P. Ry. Co. to move depot to new site denied. Order No. 244. Issued November 20, 1902.

Lecompte. C., R. I. & P. Ry. Co. Plans for depot approved. Order No. 708. Issued June 1, 1907.

Lees Creek discontinued as agency station. N. O. G. N. Order No. 1696. Issued March 24, 1914.

Leesville. Depot at. K. C. S. Ry. Co. Ordered built. Order No. 1741. Issued June 10, 1914.

Depot at Leesville. Ordered built. K. C. S. Ry. Co. Order No. 1800. Issued October 22, 1914.

Depot at Leesville. K. C. S. Ry. Co. Order No. 1806. Issued November 24, 1914. (Rescinding and cancelling Order No. 1741.)

Depot at Leesville. K. C. S. Ry. Co. Ordered built. Order No. 1741. Issued June 10, 1914.

Re-establishment of ticket office at Little Creek. Denied. L. & A. Ry. Co. Order No. 1821. Issued November 24, 1914.

Changing stopping place of trains at Little Creek from present point to a point 300 feet north of present place, and a point in front of depot, and constructing platform at said stop. L. & A. Ry. Co. Denied. Order No. 1822. Issued November 24, 1914.

Litro. Monroe & Little Rock R. R. Co. having provided petitioners with facilities, case dismissed. Order No. 560. Issued October 10, 1906.

Litro. Farmersville & Sou. Ry. Co. Petition for depot facilities denied. Order No. 715. Issued June 1, 1907.

Lock Moore. Petition for flag station on west side of Lock Moore Crossing. M. L. & T. R. R. & S. S. Co. Order No. 1583. Issued June 26, 1913.

Logansport. Houston & Shreveport R. R. Co. Ordered to build depot within ninety days from date of order. Order No. 1. Issued April 13, 1899.

Logtown. In the matter of changing location of depot from Logtown to a point three-quarters of a mile south, and placing an agent in charge of same. St. L., I. M. & S. Ry. Co. Order No. 1620. Issued September 26, 1913.

Loring. Application to remove depot buildings and discontinue Loring as a flag stop. K. C. S. Ry. Co. Order No. 1638. Issued October 23, 1913.

Lottie. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Lyle's. The T. & P. Ry. Co. required to establish a regular station at Lyle's Spur and to build a combination freight and passenger depot. Order No. 587. Issued November 9, 1906. (Reaffirmed by Order No. 620.)

Lyle's. Order No. 587 is reaffirmed and petition for rehearing denied. Order No. 620. Issued January 7, 1907.

Lafayette. Depot ordered built. Order No. 1191. Issued October 28, 1910.

Livonia. Depot ordered built. Order No. 1339. Issued December 21, 1911.

Latanier. Application to eliminate as a flag station. L. R. & N. Order No. 1859. Issued January 28, 1915.

Little Woods. Application to discontinue agency at Little Woods. Southern Express Co. Granted. Order No. 2125.

Mansura. Depot at. L. R. & N. Co. Order No. 1612. Issued September 26, 1913.

McNeill's. Petition for change of location of station from McNeill's to Ravenswood, T. & P. Ry. Co. Order No. 1641. Issued October 23 1913.

Melville. New depot at. Railroad Commission of Louisiana vs. Texas & Pacific Ry. Co. Required to erect depot by January 15, 1909 Order No. 922.

Melville. New depot at. Railroad Commission of Louisiana vs. Texas & Pacific Ry. Co. Granted until July 15, 1909, to complete new depot. Order No. 937. (Amending Order No. 922.)

Montegut. Louisiana Railway & Navigation Co. Permission granted to discontinue. Order No. 871. Issued April 29, 1908.

Montegut. Location of station changed. Louisiana Railway & Navigation Co. Order No. 871. Issued April 29, 1908.

Meekers, flag station. T. & P. Ry. Co. Discontinued for trains Nos. 53 and 54. Order No. 999. Issued April 15, 1909.

Milneburg. Depot ordered erected. Pontchartrain Railroad Co. Order No. 1388. Issued March 14, 1912.

Authorizing changing of name from Morville Station to Jeffris. T. & P. Ry. Co. Order No. 1453. Issued September 26, 1912.

Mocks, flag station. T. & P. Ry. Co. Discontinued for trains Nos. 53 and 54. Order No. 999. Issued April 15, 1909.

Morley, flag station. T. & P. Ry. Co. Discontinued for trains Nos. 53 and 54. Order No. 999. Issued April 15, 1909.

Marion. Farmerville & Sou. Ry. Co. Ordered to erect platform and to provide seats in waiting room before December 1, 1905. Order No. 471. Issued November 10, 1905.

Mangham. N. O. & N. W. R. R. Co. Ordered to build depot by January 1, 1901. Order No. 114. Issued November 16, 1906.

Merryville. The Jasper & Eastern R. R. Co. Required to build standard passenger and freight depot within ninety days from date of order. Order No. 550. Issued August 6, 1906.

Middle Fork Station. C., R. I. & P. Ry. Co. Order No. 752. Issued July 24, 1907.

Montgomery. The L. R. & N. Co. consented to change name of "Machen" station to "Montgomery." Petition was dismissed. Order No. 563. Issued October 10, 1906.

Moreland. C., R. I. & P. Ry. Co. Plans for depot approved. Order No. 710. Issued June 1, 1907.

McManus. Depot ordered built and facilities installed. Order No. 1330. Issued October 26, 1911.

Mansfield Junction. Request to close depot denied. Order No. 1212. Issued November 25, 1910.

Mansfield. Telegraph office closed between 6:00 p. m. and 7:00 a. m. Order No. 1234. Issued February 23, 1911.

Mansford. Station moved to Roosevelt. Order No. 1169. Issued July 28, 1910.

Milneburg. Depot ordered built and facilities installed. Order No. 1335. Issued December 21, 1911.

Depot at Midway. Denied. L. & A. Ry. Co. Order No. 1812. Issued November 24, 1914.

Montgomery. Depot ordered built. Order No. 1271. Issued May 24, 1911.

Morgan City. Freight and passenger depot. M. L. & T. R. R. & S. S. Co. Time extended. Order No. 1830. Issued November 24, 1914. (Amending Order No. 1689.)

Facilities, freight and passengers. Myers platform. T. & P. Ry. Co. Order No. 1672. Issued January 28, 1914.

Changing name of station from Myers Platform to LeBeau. T. & P. Ry. Co. Granted. Order No. 1714. Issued April 28, 1914.

Myrtis. Depot ordered built. Order No. 1257, issued April 27, 1911, and Order No. 1261, issued May 24, 1911.

Magda. Application to eliminate as a flag station. L. R. & N. Order No. 1867. Issued January 28, 1915.

Freight and passenger depot at Morley. T. & P. Ry. Co. Order No. 1908. Issued May 25, 1915.

Niblett. Change of name of station from Mayville to Niblett. Louisiana Western Railroad. Granted. Order No. 2131. Issued October 23, 1917.

Reconstruction of shelter on end of pier at Milneburg. Pontchartrain Railroad. Ordered rebuilt. Order No. 2078. Issued March 20, 1917.

Nelson Station, stopping trains Nos. 11 and 12 at. Citizens of Taylor and Vicinity vs. Vicksburg, Shreveport & Pacific Ry. Co., No. 952. Case dismissed. Order No. 865.

New Orleans, freight depot facilities at. Louisiana Sugar and Rice Exchange vs. Texas & Pacific Ry. Co. Required within six months to erect a covered platform along each side of the tracks located in the center of the yard. Order No. 930.

Newellton. St. L., I. M. & S. Ry. Co. required to improve conditions surrounding its depot at Newellton. Order No. 1060. Issued September 20, 1909.

New Orleans. T. & P. Ry. Co. required to construct depot (passenger) at New Orleans. (Rescinded by Order No. 1031.) Order No. 1017. Issued May 27, 1909.

New Orleans. T. & P. Ry. Co. ordered to build depot at New Orleans rescinded on account of satisfactory arrangements having been made to operate Texas & Pacific trains from Union Depot. Order No. 1031. Issued July 1, 1909.

New Orleans. Louisville & Nashville. Additional time granted. Order No. 1354.

Newton. Changing location of Newton flag station. Lake Charles & Northern R. R. Co. Order No. 1438. Issued July 25, 1912.

Newton. Flag station at Newton. Lake Charles & Northern R. R. Co. Dismissed. Order No. 1490. Issued November 13, 1912.

Nugent. Petition of Iron Mountain Railway to discontinue stopping trains Nos. 103 and 104 at Nugent denied. Order No. 1027. Issued July 1, 1909.

Newellton. M., H. & L. R. R. Co. Depot facilities provided. Complaint dismissed. Order No. 745. Issued July 24, 1907.

Nitram. Depot at. G., C. & S. F. Ry. Co. Order No. 1516. Issued February 20, 1913.

Noble. Petition for order requiring K. C. S. Ry. Co. to build depot, dismissed, as work was begun on the depot pending trial of this cause. Order No. 187. Issued February 25, 1902.

Natchitoches. L. & N. W. R. R. Co. ordered to build depot. Order No. 1205. Issued October 28, 1910.

Natchitoches. Time of completing depot extended. Order No. 1268. Issued May 24, 1911.

New Orleans. L. & N. R. R. Co. ordered to extend its train shed. Order No. 1297, issued September 20, 1911, and Order No. 1272, issued July 7, 1911.

Nichols Station. Petition for discontinuance of as flag stop on M., K. & T. Ry. granted. Order No. 1375. Issued February 29, 1912.

Nunez. Additional depot facilities denied. Order No. 1091. Issued January 26, 1910.

Oberlin. Depot at, ordered constructed. St. L., I. M. & S. Ry. Co. Order No. 1527. Issued March 25, 1913.

Oil City. Plans for depot approved. Kansas City Southern Ry. Co., ex parte. Order No. 913.

Oriza. Petition of Louisiana Western Railroad Co. to remove spur track granted. Order No. 1011. Issued May 27, 1909.

Opelousas. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Orange. Petition for order requiring K. C. S. Ry. Co. to erect depot dismissed, as depot was under construction during pendency of suit. Order No. 188. Issued February 25, 1902.

Oakley. Name changed to Avoca. Order No. 1248. Issued April 27, 1911.

Oakley. Order changing name cancelled. Order No. 1279. Issued July 7, 1911.

Application to discontinue ticket agency at Oakley. M. L. & T. R. R. & S. S. Co., Granted. Order No. 2140. Issued November 20, 1917.

M. L. & T. R. R. & S. S. Co. granted permission to change name of Opelousas Bay to Pelba. Order No. 2063. Issued January 16, 1917.

Patin's Dyke. Flag stops for trains Nos. 59 and 60. Citizens of Pointe Coupee vs. Texas & Pacific Ry. Co. No. 1052. Trains Nos. 59 and 60 ordered to stop at Patin's Dyke. Order No. 927.

Pleasant. Flag station. New Orleans Great Northern R. R. Co. allowed to discontinue. Order No. 874. Issued April 29, 1908.

Pollock. Shipping facilities at. Citizens of Pollock vs. St. Louis, I. M. & S. Ry. Co. No. 948. Defendant company ordered to erect a cotton platform of sufficient size at Pollock on or about June 30, 1908. Order No. 851.

Packton. La. & Ark. Ry. Co. Plans for depot approved. Order No. 695. Issued April 25, 1907.

Pagoda or shelter at Patin's Dyke. Pagoda ordered built. T. & P. Ry. Order No. 2047. Issued October 17, 1916.

Peck. N. O. & N. W. R. R. Co. Business at Peck does not justify erection of passenger and freight depot. Dismissed. Order No. 561. Issued October 10, 1906.

Peck. N. O. & N. W. R. R. Co. The demand of petitioners, the citizens of Catahoula, having been complied with, and in a way satis-

factory to the Commission, case dismissed. Order No. 509. Issued April 6, 1906.

Petition for re-establishment of flag station at Percle denied. Order No. 1369. Issued February 29, 1912.

Phillips Station. Application for discontinuance of and removal of spur track. L. R. & N. Co. Order No. 1632. Issued October 22, 1913.

Application to discontinue Phillips as a freight and passenger station. Granted. Order No. 1713. Issued April 28, 1914.

Plaquemine. T. & P. Ry. Co. Complaint having been adjusted, case dismissed. Order No. 264. Issued March 9, 1903.

Pinecliffe Station. Application for discontinuance by N. O. G. N. denied. Order No. 1361. Issued February 1, 1912.

Port Allen. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Port Allen. T. & P. Ry. Co. Ordered to move location of depot to point opposite Court House and build new depot within ninety days. Order No. 801. Issued November 17, 1908.

Port Allen. T. & P. Ry. Co. Rehearing November 25, 1907, on petition of Baton Rouge Board of Trade, intervenors. Order No. 801, requiring company to erect depot within ninety days, reaffirmed. Order No. 816. Issued November 26, 1907. (Suit contesting this order was filed in the Federal court by T. & P. Ry. Co. January, 1908. Undecided.)

Port Allen. Depot at Port Allen and St. Michael Landing. Order No. 1475. Issued October 17, 1912.

Port Barre. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Princeton. Suitable depot accommodations ordered put in. Order No. 1234. Issued October 26, 1911.

Powell. Changing name of station from Powell to Marrero. M. L. & T. R. R. & S. S. Co. Granted. Order No. 2141. Issued November 20, 1917.

Quitman. Ark. Sou. R. R. Co. Ordered to build depot before November 15, 1904, and install and maintain agent. Order No. 388. Issued September 14, 1904.

Quitman. C., R. I. & P. Ry. Co. Required to rebuild within ninety days. Order No. 787. Issued October 31, 1907.

Depot at Rayne. Depot ordered built. L. W. R. R. Co. Order No. 1845. Issued December 16, 1914.

Rayville. N. O. & N. W. R. R. Co. Required, within sixty days from date of order, to enlarge depot at Rayville, in accordance with plans submitted and approved by Commission. Order No. 678. Issued March 19, 1907.

Rayville. Petition to reopen case against V., S. & P. Ry. Co. in the matter of locating depot denied. Order No. 742. Issued July 24, 1907.

Rayville. (Amending Order No. 672.) V., S. & P. Ry. Co. Location of depot. Granted. Order No. 741. Issued July 24, 1907.

Rayville. V., S. & P. Ry. Co. Required, within ninety days from date of order, to build combination freight and passenger depot. Order No. 672. Issued March 19, 1907.

Reaves. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Freight and passenger depot at Red Cross. T. & P. Ry. Co. Passenger pagoda and freight room ordered built. Order No. 1781. Issued September 23, 1914.

Richland. La. Ry. & Nav. Co. Petition for depot facilities denied. Order No. 727. Issued June 27, 1907.

Richland. Petition for depot at Richland granted. Order No. 1461. L. R. & N. Co. Issued September 27, 1912.

Roanoke. La. West. Ry. Co. Having complied with petition, case dismissed. Order No. 208. Issued June 27, 1902.

Rosedale. T. & P. Ry. Co. Required to build depot and place same in charge of agent within sixty days from date of order. Order No. 292. Issued August 8, 1903.

Rosedale. Order No. 292 amended, locating site and granting T. & P. Ry. Co. ninety days to build depot, from date of this order. Order No. 303. Issued October 2, 1903. (Contested by T. & P. Ry. Co. in Federal Court. Suit compromised and withdrawn.)

Ruston. V., S. & P. Ry. Co. et al. An agreement reached between citizens of Ruston and the C., R. I. & P. Ry. Co. and V., S. & P. Ry. Co. as to facilities in depot at Ruston. Case dismissed. Order No. 613. Issued December 4, 1906.

Additions to passenger depot at Ruston. V., S. & P. Ry. and C., R. I. & P. Ry. Dismissed. Order No. 1986. Issued April 27, 1916.

Richards. Flag station. T. & P. Ry. Co. Discontinued for trains Nos. 53 and 54. Order No. 599. Issued April 15, 1909.

Ruston. C., R. I. & P. Ry. Co. required to submit plans for depot before March 1 and to complete same within four months thereafter. Time for filing plans extended thirty days. Order No. 968. Issued January 27, 1909.

Ruston. Plans for depot at Chicago, Rock Island & Pacific Ry. Co. ordered to submit plans for depot at Ruston within ten days. Order No. 943.

Freight and passenger depot at Ravenswood. T. & P. Ry. Co. Order No. 1878. Issued February 23, 1915.

Depot at Rayne. Order No. 1960. Amending Order No. 1845. Issued December 13, 1915.

Rexmere. Application to eliminate as a flag station. L. R. & N. Order No. 1864. Issued January 28, 1915.

Richland. Application to eliminate as a flag station. L. R. & N. Order No. 1858. Issued January 28, 1915.

Rexmere. Stopping trains 1, 2, 3 and 4 at Rexmere. L. R. & N.

Co. Trains 3 and 4 ordered stopped. Order No. 2135. Issued October 24, 1917.

Sanitary closets required to be placed in waiting rooms and depots. Order No. 1067. Issued October 28, 1909.

Sellers, flag station, T. & P. Ry. Co., discontinued for trains Nos. 53 and 54. Order No. 999. Issued April 15, 1908.

Springfield, flag station at public road crossing with Y. & M. V. R. R. (B. R., H. & E. Div.). Order No. 972. Issued May 27, 1909.

Stevenson station. N. O. N. W. R. R. granted permission to remove depot from Vaughn station to Stevenson. Order No. 988. Issued February 26, 1909.

Saline, platform at. McCoy & Frey vs. Louisiana & Northwest R. R. Co. Company relieved from complying with that portion of Commission's Order No. 595 relative to increasing its cotton platform at Saline to twice its size. Order No. 870.

Sarpy. Application to remove Sarpy Station to the boundary line of Ormand Plantation. Y. & M. V. R. R. Co. Order No. 1592. Issued July 21, 1913.

Sharp, flag station. Citizens of East Baton Rouge vs. Y. & M. V. R. R. Co. Required to change location of its station known as "Bird" station to "Sharp" public road crossing. Order No. 885.

Sarepta. Louisiana & Arkansas Ry. Co. denied permission to close station. Order No. 873. Issued April 29, 1908.

Sompayrac. C. S., N. O. & P. Ry. Co. Plans for depot approved. vs. M. L. & T. R. R. & S. S. Co. Ordered to enlarge its depot at Schriever, within ninety days from date, and installing sanitary closets for men and women. Order No. 896.

Seigen, depot facilities at. Citizens of Seigen vs. Louisiana Railway & Navigation Co. Passenger pagoda and freight platform ordered built by November 20, 1908. Order No. 928.

Sterlington and Spencer, discontinuing stations. The Little Rock & Monroe Ry. Co., ex parte. Petition granted. Order No. 876.

Singer. K. C. S. Ry. Co. Ordered to build depot and install an agent within sixty days from date of order. Order No. 490. Issued January 9, 1906.

Sompeyrac. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Starks. K. C. S. Ry. Co. Ordered to build depot. Order No. 701. Issued April 25, 1907.

St. Charles. T. & P. Ry. Co. Ordered to build depot within ninety days from date of order. Order No. 3. Issued May 18, 1899.

St. Charles. The name of "St. Charles" station, T. & P. Ry. Co., changed by consent to "Hahnville." Order No. 545. Issued July 10, 1906.

St. John. T. & P. Ry. Co. Ordered to build depot within six months from date of order. Order No. 45. Issued January 30, 1900.

St. Michael Landing. T. & P. Ry. Co. Required to erect depot within sixty days from date of order. Order No. 816. Issued November

26, 1907. (Contested by T. & P. Ry. Co. in Federal court January, 1908. Untried.)

St. Rose. Y. & M. V. R. R. Co. Required to build depot and place agent in charge of same within ninety days from date of order. Order No. 518. Issued May 15, 1906. (Rehearing granted and order held in abeyance.)

Saline. La. & N. W. R. R. Co. Required to increase size of its platform at Saline station to twice the size, and to build, within sixty days from date of order, a standard passenger and freight depot. Order No. 595. Issued November 9, 1906.

Sarto. La. Ry. & Nav. Co. There not being sufficient business to warrant establishment of depot, etc., at Sarto, case dismissed. Order No. 627. Issued January 10, 1907.

Savoy. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Shreveport. Petition of St. L. S. W. Ry. Co. to close Commerce street ticket office granted. Order No. 137. Issued February 28, 1901.

Sildell. Depot ordered built and facilities installed. Order No. 1259. Issued April 27, 1911.

Application to move Soest station from Mile Post 202.1 to Mile Post 202.7. L. R. & N. Co. Granted. Order No. 1818. Issued November 24, 1914.

Sorrell. Defendant company, M. L. & T. R. R. & S. S. Co., provided necessary facilities, case dismissed. Order No. 1133. Issued April 27, 1910.

South Mansfield. Depot facilities at K. C. S. Ry., T. & P. Ry. Established. Order No. 1088. Issued January 26, 1910.

South Mansfield. Depot facilities at crossing of K. C. S. Ry. and T. & P. Ry., established. Order No. 1101. Issued February 24, 1910.

Standard. Depot ordered built. Order No. 1249. Issued April 27, 1911.

St. Rose. Case dismissed and new petition filed. Order No. 1203. Issued October 28, 1910.

St. Rose. Depot ordered built. Order No. 1226. Issued February 9, 1911, and Order No. 1277. (Cancelling Order No. 1226.) Issued July 7, 1911.

Stevens. Application for discontinuance of Stevens Station. M. L. & T. R. R. & S. S. Co. Order No. 1593. Issued July 21, 1913.

Depot at Sulphur. Depot ordered built. L. W. R. R. Co. Order No. 1844. Issued December 16, 1914.

Discontinuance of flag stop at Sardonia and removal of spur track at that point. L. & A. Ry. Co. Granted. Order No. 1895. Issued April 27, 1915.

Application to eliminate Sarto as a flag station. L. R. & N. Order No. 1862. Issued January 28, 1915.

Sarto. Stopping certain passenger trains at Sarto on flag. L. R. & N. Co. Ordered stopped. Order No. 2134. Issued October 24, 1917.

St. Mary. Station house and improved facilities at. Denied. Y. & M. V. R. R. Order No. 1887. Issued March 15, 1915.

Tallsheek. Changing location of depot. Order No. 1405. Issued April 23, 1912.

Tallsheek. Change of location of depot. Order No. 1416. (Amends Order No. 1405.) Issued June 26, 1912.

Tendall. Citizens of, vs. V., S. & P. Ry. Co., in the matter of flag stop at Tendall. Order No. 1055. Issued September 30, 1909.

Tremont. Time extended for rebuilding depot. Vicksburg, Shreveport & Pacific Railway Co., ex parte. Order No. 954.

Toah Station. Changing name of Toah Station to Crusel. M. L. & T. R. R. & S. S. Co. Order No. 1470. Issued October 17, 1912.

Toomey. Petition for order requiring La. West. Ry. Co. to build depot denied, business not warranting the order. Order No. 381. Issued September 2, 1904.

Toro. Depot and facilities ordered. Order No. 1192. Issued October 28, 1910.

Urania. St. L., I. M. & S. Ry. Co. Ordered to build depot within ninety days from date of order, and place an agent in charge. Order No. 662. Issued March 19, 1907.

Citizens of Union Parish vs. L. R. & N. Co., Farmerville & Southern Ry. Co. Passenger and freight service. Case dismissed. Order No. 629. Issued January 10, 1907.

Utility. Depot at. L. & A. Ry. Co. Order No. 1539. Issued April 14, 1913.

Utility. Petition for establishment of depot at. L. & A. Ry. Co. Order No. 1562. Issued May 27, 1913.

Vaughn. St. L., I. M. & S. Ry. Co. allowed to remove depot from Vaughn to Stevenson, Louisiana, on petition of N. O. & N. W. R. R.

Naming station at junction point with St. L., I. M. & S. Ry. and V., A. & S. R. R. Order No. 1999. Issued May 23, 1916.

Vidalia. Discrimination in rates against. Merchants of Vidalia vs. New Orleans and Northwestern R. R. Co. Satisfactory adjustment having been made by defendant company, case dismissed. Order No. 857.

Vidalia. N. O. & N. W. Ry. Co. Ordered to build freight depot by May 15, 1903, and in the meantime to use box car handling business of the company. Order No. 308. Issued November 20, 1902.

Vidalia. Defendant company, N. O. & Northwestern R. R. Depot ordered built. Order No. 1127. Issued March 23, 1910. (Amended by Order No. 1132.)

Vidalia. Amending Order No. 1127. Defendant company given ninety days' additional time to complete depot. Order No. 1132. Issued April 27, 1910.

Wheelock, flag station, T. & P. Ry., discontinued for trains Nos. 53 and 54. Order No. 999. Issued April 15, 1909.

Willow Glen flag station, T. & P. Ry., discontinued for trains Nos. 53 and 54. Order No. 999. Issued April 15, 1909.

106-Mile Spur. Y. & M. V. R. R. Co. required to stop trains Nos. 33 and 34 at.

Walker. Depot at. Residents of Livingston Parish vs. Baton Rouge, Hammond & Eastern R. R. Co. Case dismissed. Order No. 929.

Wasey Station. Discontinued. K. C. S. Ry. Co. Order No. 1688. Issued February 17, 1914.

Wilmer. Depot facilities at. Merchants, Ginnors and Farmers of Wilmer vs. Kentwood & Eastern Railway Co., No. 1054. Freight warehouse and pagoda ordered built within fifteen days. Order No. 911.

West Monroe. V., S. & P. Ry. Co. Required to enlarge freight room in depot within sixty days from date of order. Order No. 549. Issued August 6, 1906.

Westover. C. S., N. O. & P. Ry. Co. Plans for depot approved. Order No. 698. Issued April 25, 1907.

Westdale. T. & P. Ry. Co. Ordered to build depot within ninety days from date of order. Order No. 453. Issued June 21, 1905.

White Castle. T. & P. Ry. Co. Ordered to build depot within ninety days from date of order. Order No. 368. Issued July 7, 1904.

Whiteville. Petition for order requiring the M. L. & T. R. R. & S. S. Co. to build depot dismissed. Conditions do not warrant the issuance of the order. Order No. 308. Issued November 4, 1903.

Winnsboro. N. O. & N. W. R. R. Co. Required to enlarge depot, in accordance with plans submitted, six months from date of order. Order No. 671. Issued March 19, 1907.

Waddell. Application for discontinuance of Waddell Station and removal of spur track at that point. L. R. & N. Co. Order No. 1631. Issued October 22, 1913.

Wezler. Application for authority to remove spur track and abandon spur track at. L. R. & N. Co. Order No. 1618. Issued September 26, 1913.

Winnfield. La. & Ark. Ry. Co. Plans approved. Order No. 700. Issued April 25, 1907.

Wyatt. C., R. I. & P. Ry. Co. Required to build depot, and place agent in charge of same. Order No. 660. Issued March 19, 1907.

Wyatt. C., R. I. & P. Ry. Co. Plans for depot approved. Order No. 725. Issued June 27, 1907.

Yellow Bayou. T. & P. Ry. Co. Depot and shipping facilities ordered. Order No. 802. Issued October 31, 1907.

Willow Glen, Rapides and Packton. C., R. I. & P. Ry. Co. Required to locate and build depots and sidetracks at these places. Order No. 683. Issued March 19, 1907.

Plans approved for depots to be built at Angola, Wilhelm, Port

Hudson, Lacy and La Place; also for pagodas at Brandon, Plattenberg, Irene, Kleinpeter, Netty, Witten, Sorrento, Ory and Alcazar on the L. R. & N. Co., depots to be built with as little delay as possible. Order No. 661. Issued March 19, 1907.

Wagram, passenger depot at. Case dismissed. I. C. R. R. Co. Order No. 1303. Issued September 22, 1911.

Waterproof. Repairing damage to and making improvement on grounds at Waterproof. St. L., I. M. & S. Ry. Co. Order No. 1435. Issued July 25, 1912.

Winnsboro. St. L., I. M. & S. Ry. Co. Extension of depot facilities ordered. Order No. 1247. Issued February 23, 1911.

Woodlawn. Pagoda ordered built. St. L., I. M. & S. Ry. Co. Order No. 1302. Issued September 22, 1911.

Woods Station. Name of Woods Station changed to Fairbanks City. A., L. & G. R. R. Order No. 1466. Issued October 16, 1912.

Whittington. Application to eliminate as a flag station. L. R. & N. Order No. 1860. Issued January 28, 1915.

Shipping facilities at Wilcox. St. L., I. M. & S. Ry. Denied. Order No. 1929. Issued September 14, 1915.

Application to eliminate Willard as a flag station. L. R. & N. Order No. 1865. Issued January 28, 1915.

Removal of depot building at Kent Station and change name from Kent to Woodrow. Granted. Alexandria & Western Railroad Co. Order No. 2107. Issued July 18, 1917.

Zona. Depot at. N. O. G. N. R. R. Co. Order No. 1629. Issued October 22, 1913.

Zwolle. Installation of telephone in depot at. K. C. S. Ry. Co. Order No. 1163. Issued September 26, 1913.

Discontinuing Trains. (See also Train Service.)

When a railroad company discontinues operating its trains to a certain depot, which, under franchise granted by a municipality, it is required to maintain and operate, it is a matter for the civil courts, and not for the Commission, to determine the carrier's liability to the municipality. Citizens of Gretna vs. M. L. & T. R. R. & S. S. Co. Order No. 253. Issued January 7, 1903.

At Hyde Station. I. C. R. R. Co. Permitted to discontinue trains Nos. 23 and 24. Order No. 528. Issued May 15, 1906.

Discontinuing sale of tickets to and from Hollingsworth. K. C. S. Ry. Co. permitted to discontinue sale of tickets to and from Hollingsworth flag station, and also permitted to discontinue its passenger trains at said station. Order No. 555. Issued October 10, 1907.

At Dubberly. V., S. & P. Ry. Co. Petition to stop train No. 7 is granted on account of company having inaugurated additional train service on its line in Louisiana, which provides ample facilities for patrons at Dubberly. Order No. 586. Issued November 9, 1906.

Application for permission to discontinue operating trains over the logging road of the Amos-Kent Brick & Lumber Company granted. Order No. 1372.

Application for discontinuance of passenger equipment on trains Nos. 740 and 741 on Alexandria Branch of M. L. & T. R. R. & S. S. Co. denied. Order No. 1392. Issued March 14, 1912.

Train service. Discontinuance of trains Nos. 41 and 42 between Scanlon and Foley. Granted. Order No. 1406. Issued April 23, 1912.

Application for discontinuance of train leaving New Orleans for Milneburg at 11:30 p. m. Pontchartrain R. R. Co. Order No. 1412. Issued May 30, 1912.

Application for discontinuance of trains Nos. 5 and 6 between Winnfield and Aloha. Granted. L. R. & N. Order No. 1459. Issued September 27, 1912.

Discrimination. (See also Violation of Rules.)

When a railroad company has put on sale excursion tickets, to be sold under certain conditions, and for use on certain trains only, and the tickets are sold to all parties wanting them under like conditions, no discrimination exists when the railroad company refuses to sell tickets to party who does not conform to the conditions. *Woodruff vs. T. & P. Ry. Co.* Order No. 16. Issued October 13, 1899.

Petition of New Orleans Bureau of Freight and Transportation vs. T. & P. Ry. Co. for readjustment of rates on account of alleged discriminations, held in abeyance. No discrimination shown to exist. Order No. 30. Issued November 24, 1899.

New Orleans Bureau of Freight and Transportation vs. T. & P. Ry. Co. and K. C., W. & G. Ry. Co. No unjust discrimination in rates involved. Held in abeyance. Order No. 31. Issued November 24, 1899.

Petition of Alexandria Board of Trade vs. Sou. Pac. Co., alleging discrimination, held in abeyance. No unjust discrimination found to exist. Order No. 32. Issued November 24, 1899.

Petition of Monroe Board of Trade vs. V., S. & P. Ry. Co., alleging discriminations, held in abeyance. No unjust discrimination found in rates involved. Order No. 33. Issued November 24, 1899.

Rates which have been temporarily reduced to meet wagon competition are not discriminating rates against other stations where such wagon competition does not exist. Order No. 35. Issued November 24, 1899.

Acts of discrimination practiced before the organization of this Commission cannot be investigated or penalized by this Commission. *Legarde vs. Baker et als.* Order No. 53. Issued March 21, 1900.

The petition of Kaufman vs. T. & P. Ry. Co., alleging discrimination in rates from New Orleans to Grosse Tete, sustained and rates established. Order No. 105. Issued September 21, 1900. (See Order No. 106.)

The petition of Webre vs. T. & P. Ry. Co., alleging discriminations

and requesting readjustment of rates from New Orleans to Grosse Tete, Maringouin and Rosedale, granted and rates established. Order No. 106. Issued September 21, 1900.

Shreveport Traffic Association vs. T. & P. Ry. Co. Rates named in Commisison's Tariff No. 2 ordered placed in effect. Order No. 107. Issued September 21, 1900.

Complaint of Keller vs. East. La. R. R. Co. for discrimination in refusing to haul lumber offered for shipment dismissed, as defendant owned no equipment with which to handle timber offered. Order No. 110. Issued September 21, 1900.

"Milling in transit" rates on cotton seed are not discriminatory rates. Complaint against T. S. & N. R. R. Co. dismissed. Order No. 124. Issued December 12, 1900.

Steamboats cannot make contracts in advance for all their space, but must accept the shipments in the order in which they are tendered, otherwise, if they refuse shipments of one shipper and accept shipments of another, they are liable for discrimination. Steamer Warren fined \$100.00 for such violation of rules. Order No. 127. Issued January 16, 1901. (Reaffirmed by Order No. 146.)

Haas vs. Bruner and Steamer "Red River." Refusing shipments of freight at Monroe. No discrimination found and case dismissed. Order No. 199. Issued June 10, 1902.

Atkins vs. V., S. & P. Ry. Co. Seed houses on right of way. Defendant company ordered to desist from allowing "special privileges" to one party not allowed to all. Order No. 211. Issued August 13, 1902.

The V., S. & P. Ry. Co. is not required to carry any passenger on freight trains, having provided ample passenger service for the business of the road. Order No. 232. Issued November 20, 1902.

Soliciting transfer business on trains. Perkins & Sons vs. M. L. & T. R. R. & S. S. Co. No discrimination found. Dismissed. Order No. 235. Issued December 20, 1902.

Merchants of Monroe vs. L. V. Cooley et al. Charged with giving rebates. Not sustained. Dismissed. Order No. 246. Issued November 20, 1902.

Complaint of Thurmond vs. V., S. & P. Ry. Co. Amicably adjusted by parties interested and case dismissed. Order No. 301. Issued September 30, 1903.

Complaint of Eugene E. Smith vs. East. La. R. R. Co. Investigation disclosed no violations and case dismissed. Order No. 327. Issued January 26, 1904.

Wolf, Silbernagle & Co. vs. N. O. & N. W. R. R. Co. Dismissed at request of petitioners, satisfactory adjustment having been reached. Order No. 337. Issued March 10, 1904.

M. L. & T. R. R. & S. S. Co. and La. W. Ry. Co. Rates on cement. Shown that rates have been manipulated by shippers shipping "American Portland Cement" as "Domestic" Cement, and defendants were not

guilty of violating rules against discrimination. Order No. 379. Issued August 10, 1904.

New Orleans Board of Trade vs. I. C. R. R. Co. Delivery of freight consigned to merchants at New Orleans. Commission found nothing unusual about manner of handling freight. Denied and case dismissed. Order No. 396. Issued October 8, 1904.

Complaint against Cumberland Tel. & Tel. Co. by subscribers at New Orleans, alleging discrimination in refusing to give long distance connections. Dismissed. No willful intent was found to exist. Order No. 511. Issued April 16, 1906.

The T. & P. Ry. Co. required to place cars at ginhouse platforms for loading, without discrimination. Order No. 506. Issued November 9, 1906. Reaffirmed by Order No. 615.

T. & P. Ry. Co. required to place cars at platforms of all shippers for loading cotton, without discrimination. Order No. 597. Issued November 9, 1906. Reaffirmed by Orders 589 and 616.

Discrimination against Glessell & Douglas by T. & P. Ry. Co. Not placing cars for loading at Dixie Gin platform. Order No. 597 reaffirmed. Order No. 589. Issued November 9, 1906.

T. & P. Ry. Co. Petition to reverse Order No. 596 denied, same being reaffirmed. Order No. 615. Issued December 4, 1906.

T. & P. Ry. Co. Petition to reverse Order No. 597 denied. Said order is reaffirmed. Order No. 616. Issued December 4, 1906.

T. & P. Ry. Co. Petition to reverse Order No. 598 denied. Same order reaffirmed. Order No. 617. Issued December 4, 1906.

Railroad Commission of Louisiana vs. Olivia Pelegrin, owner of the launch "Courrier." Proceedings discontinued, case dismissed. Order No. 738. Issued July 24, 1907.

Dala Allis vs. Str. J. E. Trudeau. Refusing shipment when tendered. No cause of action. Dismissed. Order No. 634. Issued January 10, 1907.

Village of Rayville vs. N. O. & N. W. R. R. Co. Discrimination in rates against Rayville. Dismissed. Order No. 746. Issued July 24, 1907.

Melville Moss Factory vs. T. & P. Ry. Co. Discriminating rates on moss. Dismissed. Order No. 791. Issued October 31, 1907.

Discrimination in rates against Alexandria in favor of Shreveport, from Alexandria to stations north of Alexandria. Railroad Commission of Louisiana vs. Texas & Pacific Ry. Co. Defendant company required to reduce its freight rates from Alexandria, etc., so that rates from Alexandria will not exceed the rates from Shreveport, etc. Order No. 872.

Ruston Hardware & Supply Co. vs. V., S. & P. Ry. Co. Discriminative rates from Ruston to points on line in Louisiana. Company ordered to discontinue charging higher rates from Ruston than from Shreveport on similar commodities and for similar distances. Order No. 992. Issued April 15, 1909.

Petition of Shreveport Traffic Association vs. T. & P. Ry. Co., in re discriminative rates. Dismissed. Order No. 1401. Issued July 29, 1909.

Discrimination in rates on nutrine, nutriline and other mixed feed, from New Orleans to Monroe. V., S. & P. Ry. Co., N. O. & N. W. Ry. Co., T. & P. Ry. Co., St. L., I. M. & S. Co. Adjusted. Order No. 1097. Issued January 26, 1910.

Discrimination against the Town of Mandeville in issuing commutation tickets to Covington at the same rate. N. O. G. N. R. R. Co. Dismissed. Order No. 1114. Issued February 24, 1910.

Discrimination. Unjust discrimination in granting use of facilities to one shipper not allowed to all shippers. T. & P. Ry. Co. Same privileges must be allowed to all shippers in use of company's facilities. Order No. 1216. Issued December 21, 1910.

Drayage Charges.

Drayage charges between depots at New Orleans on traffic originating at or destined to Covington. Cancelled. N. O. G. N. R. R. Co. Order No. 2093. Issued April 11, 1917.

Drainage.

Railroad Commission vs. M. L. & T. R. R. & S. S. Co., in re drainage near Lafourche. Dismissed. Order No. 1005. Issued April 15, 1909.

St. L., I. M. & S. Ry. Co. required to improve drainage surrounding depot at Newellton. Order No. 1060. Issued October 28, 1909.

Eggs.

Rates on eggs from Bernice to New Orleans, U. S. Express Company. Order No. 1434. Issued July 25, 1912.

Equipment.

Equipment. See "cars," coaches," "refrigerator cars." Unsuitable and inadequate equipment and unsafe roadbed. L. & N. W. R. R. New and additional equipment ordered installed and roadbed be placed in good condition. Order No. 1187. Issued September 30, 1910.

Adequate equipment for the transportation of freight between points in Louisiana. Equipment ordered purchased. Order No. 2096. Issued April 11, 1917.

Adequate equipment for the transportation of freight between points in Louisiana. New equipment ordered. Order No. 2115. Issued July 26, 1917.

Excess Baggage. (See also Baggage.)

Express Rates and Service.

Classification No. 15 adopted for business between points in Louisiana. Order No. 320. Issued December 17, 1903. Superseded by Classification No. 16, authorized by the Commission.)

Petition of Wells Fargo & Co. for permission to readjust rates. Denied. Order No. 462. Issued July 11, 1905.

Petition of citizens of Opelousas vs. Wells Fargo & Co. for separate office at Opelousas. Dismissed. Company having complied with demands of petition. Order No. 460. Issued July 11, 1905.

Express companies are required to use extra care in handling shipments of eggs, and when they fail to reach destination in unbroken condition the express company transporting them is responsible for loss. Order No. 472. Issued November 10, 1905.

Railroad Commission of Louisiana vs. American Express Company et al. All express companies operating in Louisiana required to revise and republish their tariffs, applying on both local and joint through shipments. Order No. 566. Issued October 10, 1906.

Monroe Progressive League vs. Pacific Express Company, Southern Express Company. Express service. Order No. 676. Issued March 19, 1907.

Railroad Commission of Louisiana vs. Express Companies. Express rates. Dismissed. Order No. 677. Issued March 19, 1907.

Wells Fargo & Co. Rates on eggs. Ordered that tariff of rates filed by the company April 24, 1907, be established. Order No. 692. Issued April 25, 1907.

Chestnut, express office at. Citizens of the Village of Chestnut vs. Southern Express Company. Defendant company having notified the Commission of its intention to establish an agency at Chestnut Station. demands of petitioners satisfied, and case dismissed. Order No. 850.

Express, unreasonable and excessive rates on, from Monroe. J. S. Block, J. Y. Covington vs. Southern Express Co., Wells Fargo & Co. and Pacific Express Co. Distance tariff put into effect. Order No. 935.

Express service on the Natchez & Western Railroad Co. Residents of Jonesville, Louisiana, vs. Pacific Express Co., No. 1063. Express service ordered established by December 15, 1908.

Order No. 939. (Contested by the defendant company in suit filed in Twenty-second Judicial District Court, at Baton Rouge.)

Express service on the Texas & Pacific Ry. train No. 51, Simmsport to Bunkie. E. D. Rusk vs. the Pacific Express Co., No. 1066. Case dismissed; no cause of action. Order No. 945.

Refusing to accept oysters to be transported by express. William McCausland vs. New Orleans, Fort Jackson & Grand Isle R. R. Co. Dismissed; no cause for action. Order No. 852.

Unreasonable and excessive rates from Monroe. J. S. Block, J. Y. Covington vs. Southern Express Co., Wells Fargo Express Co. and Pacific Express Co. Distance tariff put into effect. Order No. 935.

Express rates from Monroe via Southern Express Co. Case dismissed. Order No. 980. Issued February 26, 1909.

Petition of Pacific Express Co. for permission to advance rates on

Iron Mountain Railway in Louisiana. Denied. Order No. 981. Issued February 26, 1909.

Poultry, rates on, when for exhibition at fairs, expositions, when transported by express. Order No. 1030. Issued July 1, 1909.

Soda water, pop, etc. Petition of Southern Express Co. asking that rates in effect on L. & A. Ry. be not disturbed. Denied. Order No. 984. Issued February 26, 1909.

Soda, water pop, etc. Petition of Southern Express Co. asking that rates in effect on L. & A. Ry. be not disturbed. Denied. Order No. 984. Issued February 26, 1909.

Soda water, mineral water, pop, etc. Rates on for transportation by express established. Order No. 1038. Issued July 29, 1909.

Express rates on mineral water, etc., established and Order No. 1038 amended. Order No. 1068. Issued October 28, 1909.

Express rates on wines, liquors, etc., from Alexandria. Complaint of J. E. McAdams vs. Southern Express Co. et al. (Contested by Southern Express Co., Pacific Express Co. and Wells Fargo & Co. Express, in a suit filed in Twenty-second Judicial District Court to set aside Commission's order. Pending.) Order No. 1069. Issued October 28, 1909.

Failure to deliver packages promptly at Lafayette. Complaint dismissed. No jurisdiction. Interstate business. Order No. 970. Issued January 27, 1909.

Labeling prepaid packages of express matter. New Orleans Board of Trade vs. Express Companies. Granted. Order No. 1093. Issued January 26, 1910.

Rates on fruit, vegetables, fish, oysters and meat between New Orleans and Plaquemine and intermediate points. Pacific Express Co. Rates established. Order No. 1118. Issued March 23, 1910.

Rates on express shipments from Shreveport to points in Louisiana. Pacific Express Co., Wells Fargo & Co. Express, Southern Express Co. Rates established. Order No. 1118. Issued March 23, 1910.

Rates on samples of sugar, rice, molasses and coffee. All express companies. Rates established. Order No. 1119. Issued March 23, 1910.

Return charges on empty beer kegs. Defendant, American Express Company. Case dismissed. Order No. 1129. Issued March 23, 1910.

Extending pick-up and delivery limits in New Orleans. All express companies. Extended. Order No. 1194. Issued October 28, 1910.

Service on night trains at Leesville. Denied. Wells Fargo & Co. Express. Order No. 1199. Issued October 28, 1910.

Express office. Establishment of express office in South Mansfield. Pacific Express Co. and Wells Fargo & Co. Express. Order to open and maintain office. Order No. 1269. Issued May 24, 1911.

Express delivery. Delivery of goods by express companies in the city of New Orleans ordered established. All express companies. Order No. 1298. Issued September 22, 1911.

All express companies. Rates established. Order No. 1351. Issued December 21, 1911.

Violation of provisions of Order No. 1351. Southern Express Co. and Wells Fargo & Co. Express. Order No. 1561. Issued May 27, 1913.

Transporting liquor shipments in corrugated paper boxes. American Express Co., Southern Express Co., Wells Fargo & Co. Express and United States Express Co. Order No. 1563, supplementing Order No. 1351. Issued May 27, 1913.

Block system. Granted. Order No. 1670. Issued January 27, 1914.

Order No. 1670 amended. Order No. 1693. Issued March 12, 1914.

Rates on cases of fertilizer from Baton Rouge to certain points in Louisiana. Rates established. All express companies. Order No. 1773. (Amends Order No. 1693.) Issued August 3, 1914.

Express rates on beer between points in Louisiana. Order No. 1852. Issued January 12, 1915.

Readjustment of express rates from Lafayette to points in Louisiana. Order No. 1855. Issued January 26, 1915.

Readjustment of express rates from Lafayette to points in Louisiana. Order No. 1874. Issued February 23, 1915. Correcting Order No. 1855.

Closing express office at Alberta. Granted. Sou. Ex. Co. Order No. 1937. Issued October 20, 1915.

Readjustment of rates. All express companies. Granted. Order No. 1970. Issued February 15, 1916.

Cancellation of Order No. 1310. Pound rates on candy. Granted. Order No. 2004. Issued May 24, 1916.

Application to apply on Louisiana traffic Supplement No. 1 to Official Express Classification No. 24. Granted. Order No. 2005. Issued May 24, 1916.

Application to discontinue agency at Little Woods. Southern Express Company. Granted. Order No. 2125. Issued September 11, 1917.

Express rates on fruit from New Orleans to Jennings. Order No. 2239. Issued November 20, 1918.

Export Shipments.

Rules established defining "Export Shipments." Order No. 449. Issued May 25, 1905.

Commission has no jurisdiction over export rates when shipments are made on through bill of lading. Dismissed. Order No. 468. Issued November 10, 1905.

Failure to Transmit Messages.

V. M. Purdy & Sons vs. Western Union Telegraph Company, No. 784. Case dismissed for want of jurisdiction. Order No. 848.

Fairs.

Fairs, rules governing shipments for exhibition at fairs, etc. To all railroad companies and others operating in the State of Louisiana. Order No. 859.

Readjustment of rules and rates on exhibits at fairs. All railroads. Order No. 2042. Issued September 15, 1916.

Feeds.

Rates on sugar, fertilizer, grain, hay and mill feed established from New Orleans to points on Houma Branch, Sou. Pac. Ry. Order No. 262. Issued March 9, 1903. (Rates reaffirmed by Order No. 275, on rehearing.)

The same rates shall apply on nutritine foods as apply on grain, when transported by railroads in Louisiana. Order No. 269. Issued March 12, 1903.

Rehearing granted on Order No. 262 and rates reaffirmed. Order No. 275. Issued April 21, 1903.

Rates on nutritine, nutrine and other mixed feed. V., S. & P. Ry., N. O. & N. W., T. & P., St. L., I. M. & S. Ry. Order No. 1166. Issued June 30, 1910.

Rates on mixed stock feed, C. L. and L. C. L., between points in Louisiana. Rates established. All railroads west of the Mississippi River. Order No. 1346. Issued December 21, 1911.

Rates fixed on mixed stock feed, carloads and less. Order No. 1356. Issued February 1, 1912.

Rates fixed on stock feed, carloads and less. Order No. 1377. Issued February 29, 1912.

Rates on mixed stock feed established. Order No. 1447. Issued September 26, 1912.

Rates on stock food from Baton Rouge to points on M. L. & T. R. R. & S. S. Co. Order No. 1626. Issued October 21, 1913.

Rates on mixed stock feed. All railroads. Order No. 1949. Issued November 16, 1915. (Cancelling Order No. 1447.)

Fertilizers.

Rates on sugar, fertilizer, grain, hay and mill feed established from New Orleans to points on Houma Branch, Sou. Pac. Ry. Order No. 262. Issued March 9, 1903. (Rates reaffirmed by Order No. 275, on rehearing.)

Advancing rates on fertilizer; eliminating rates on various commodities; advancing passenger rates. Jackson Railroad Company, ex parte, No. 941. Granted. Order No. 841.

Fertilizer, rate from Bayou Sara to Baines station reduced. Y. & M. V. R. R. Co. Order No. 867. Issued March 24, 1908.

Rates on fertilizer, C. L., Shreveport to Church Point and stations on O. G. & N. E. R. R. Co. Railroad Commission of Louisiana vs. Texas & Pacific Ry. Co. and O. G. & N. E. R. R. Co., No. 1003. Ordered to charge \$2.75 per ton on fertilizers. Order No. 897.

Rates on, from New Orleans to points on K. C. & S. W. Ry., granted in so far as concerns fertilizer. Order No. 1003. Issued April 15, 1909.

Rates on commercial fertilizer on steamboats established. Order No. 1465. Issued October 17, 1912.

Rates on commercial fertilizer. Railroads west of Mississippi River. Order No. 1573. Issued May 27, 1913.

Rate on fertilizer from New Orleans to Lafayette. M. L. & T. R. R. & S. S. Co. Order No. 1701. Issued March 24, 1914.

Rates on fertilizer, New Orleans to Lafayette, carloads and less than carloads. M. L. & T. R. R. & S. S. Co. Order No. 1727. (Reaffirming Order No. 1701.) Issued May 14, 1914.

Flag Stations. (See also Depots, etc.)

Discontinuance of Alden Bridge as a freight station. St. L., I. M. & S. Ry. Denied. Order No. 1899. Issued April 28, 1915.

Flag station at Banks Springs. Denied. St. L., I. M. & S. Ry. Co. Order No. 1840. Issued December 16, 1914.

Black Water flag station discontinued. Order No. 833. Issued December 17, 1907.

Belledeau. Application to eliminate as a flag station. L. R. & N. Order No. 1866. Issued January 28, 1915.

Blue Station. La. & N. W. R. R. Co. Granted permission to discontinue. Order No. 721. Issued June 1, 1907.

Burnt Bridge, Cross Bayou and Black Water stations. Natchez & Western Ry. Co. Flag stops discontinued. Order No. 833. Issued December 17, 1907.

Flag stop at Caddo for C. L. and L. C. L. freight. K. C. S. Ry. On rehearing. Denied. Order No. 2044. Issued October 17, 1916.

Cooper. K. C. S. Ry. Co. Permitted to discontinue. Order No. 384. Issued September 2, 1904.

Crews. La. Ry. & Nav. Co. Granted permission to move flag station. Order No. 681. Issued March 19, 1907.

Crew Lake. V., S. & P. Ry. Co. Given permission to move this flag station from the west bank to the east bank of Crew Lake. Order No. 152. Issued April 30, 1901.

Cross Bayou. N. & W. Ry. Discontinued. Order No. 833. Issued December 17, 1907.

Re-establishment of flag stop at Conrad. L. R. & N. Order No. 1870. Issued February 23, 1915.

Application to eliminate Cordes as a flag station. L. R. & N. Order No. 1861. Issued January 28, 1915.

Davis. T. & P. Ry. Co. Allowed to discontinue. Order No. 438. Issued March 28, 1905.

Desalin. I. C. R. R. Granted permission to discontinue same. Order No. 325. Issued December 17, 1903.

Flora. T. & P. Ry. Co. Ordered to establish flag station at Flora. Order No. 229. Issued November 19, 1902.

Ford's. Flag stop at Ford's switch. V., S. & P. Ry. Order No. 1515. Issued February 20, 1913.

Formosa. St. L., I. M. & S. Ry. Co. Granted permission to close. Order No. 184. Issued December 17, 1901.

Application to discontinue the flag stop of trains 9 and 12 at Gas Center. Denied. K. C. S. Ry. Co. Order No. 1811. Issued November 24, 1914.

Flag stop at Gertreau. Denied. Order No. 1886. Issued March 23, 1915. L. R. & N.

Harahan. Y. & M. V. R. R. Co. Allowed to discontinue stopping trains Nos. 21 and 22 at Harahan and Shrewsbury. Order No. 581. Issued October 11, 1906.

Hyde. I. C. R. R. Co. Granted permission to discontinue flag station at Hyde. Order No. 580. Issued October 11, 1906.

Discontinuance of flag stop at Herington. Ark., La. & Gulf Ry. Granted. Order No. 1919. Issued July 20, 1915.

Irving La. & Ark. R. R. Co. Granted permission to close. Order No. 192. Issued May 22, 1902.

Discontinuance of Bear station and establishment of station at Kernan, instead. N. O., T. & M. R. R. Order No. 1884. Issued April 27, 1915.

Application to eliminate Kleinwood as a flag station. L. R. & N. Order No. 1863. Issued January 28, 1915.

Lake One. V., S. & P. Ry. Co. Ordered to change location of flag station known as "Lake One" from the east bank to the west bank of said lake. Order No. 469. Issued November 10, 1905.

Discontinuance of flag stop at Lloyds. M. L. & T. R. R. Granted. Order No. 2034. Issued September 14, 1916.

Lockmore Junction. Changing location of flag stop from Lockmore Junction to crossing of brick highway, one-half mile north. K. C. S. Ry. Co. Granted. Order No. 1797. Issued October 21, 1914.

Louisa. T. & P. Ry. Co. Ordered to discontinue flag stations at Madisonville and Davis and establish a flag station at Louisa. Order No. 438. Issued March 28, 1905.

Lloyd. T. & P. Ry. Co. Allowed to discontinue stopping trains at Lloyd. Order No. 587. Issued November 9, 1906.

Application to eliminate Latanier as a flag station. L. R. & N. Order No. 1859. Issued January 28, 1915.

Madisonville. See "Louisa."

106-Mile Spur. Y. & M. V. R. R. refused permission to discontinue handling L. C. L. shipments. Order No. 707. Issued June 1, 1907.

Mounds. Changing flag stop from Wheelock to Mounds spur. T. & P. Ry. Co. Order No. 1512. Issued February 20, 1913.

Myer's. Flag stop at Myer's platform. T. & P. Ry. Co. Order No. 1521. Issued February 20, 1913.

Application to eliminate Magda as a flag station. L. R. & N. Order No. 1867. Issued January 28, 1915.

Discontinuance of flag stop at Manske, and establishment of stop at Bellmay instead. N. O. G. N. R. R. Granted. Order No. 1918. Issued July 20, 1915.

Patin's Dyke. Petition for flag station on the T. & P. Ry. Co. denied. Order No. 578. Issued October 11, 1906.

Shelter at Patin's flag station. T. & P. Ry. Co. Pagoda ordered built. Order No. 1778. Issued July 30, 1914.

Re-establishment of flag station at Phillips. L. R. & N. Order No. 1928. Issued September 14, 1915.

Re-establishment of flag station at Phillips. L. R. & N. Order No. 1933. Cancelling Order No. 1928. Issued October 19, 1915.

Quebec. V., S. & P. Ry. Co. Required to establish flag station at Quebec and allowed to discontinue stopping its local trains at Eldorado. Order No. 538. Issued June 12, 1906.

Rapides. T. & P. Ry. Co. Ordered to repair flag station at Rapides within thirty days from date of this order. Order No. 44. Issued January 30, 1900.

Ryan. Ark. Sou. R. R. Co. Granted permission to discontinue same. Order No. 323. Issued December 17, 1903.

Rhodes. See "Walker."

Application to eliminate Rexmere as a flag station. L. R. & N. Order No. 1864. Issued January 28, 1915.

Application to eliminate Richland as a flag station. L. R. & N. Order No. 1858. Issued January 28, 1915.

Rose. Application of the N. O. G. N. R. R. to discontinue as a flag stop for trains 33 and 34. Granted. Order No. 2105. Issued July 18, 1917.

Salix. See "Sellers."

Discontinuance of flag stop at Sellers and Sarp for trains 21, 22 and 33, and establishment of stop at Good Hope. Y. & M. V. Granted. Order No. 2053. Issued October 17, 1916.

Sellers. M. L. & T. R. R. & S. S. Co. Authorized to change location and name of flag station from Salix to Sellers. Order No. 213. Issued August 13, 1902.

Seymourville. T. & P. Ry. Co. Granted permission to discontinue same. Order No. 287. Issued June 26, 1903.

Shrewsbury. Y. & M. V. R. R. Co. Allowed to discontinue stopping trains Nos. 21 and 22 at Harahan and Shrewsbury. Order No. 581. Issued October 11, 1906.

Sardonia. Discontinuance of flag stop and removal of spur track at that point. L. & A. Ry. Order No. 1895. Issued April 27, 1915.

Sarto. Application to eliminate as a flag station. L. R. & N. Order No. 1862. Issued January 28, 1915.

Station house and improved facilities at St. Mary. Denied. Y. & M. V. R. R. Order No. 1887. Issued March 23, 1915.

Tendall. Petition of V., S. & P. Ry. Co. to discontinue flag station at Tendall denied. Order No. 514. Issued May 15, 1906.

Vanceville. St. L. S. W. Ry. Co. Ordered to build pagoda at Vanceville within sixty days from date of order. Order No. 136. Issued February 28, 1901.

Vaughn and Wardville. N. O. & N. W. R. R. Co. Granted per-

mission to change from regular flag stations. Order No. 281. Issued June 26, 1903.

Walker. Y. & M. V. R. R. Co. Granted permission to change location of flag station from Walker to Rhodes. Order No. 463. Issued July 11, 1905.

Wagram. I. C. R. R. Co. Having complied with request by providing passenger pagoda, case dismissed. Order No. 466. Issued November 10, 1905.

Wardville. See "Vaughn" and "Wardville."

West Monroe. V., S. & P. Ry. Co. must stop all trains at West Monroe, except fast through trains. Order No. 66. Issued May 23, 1900.

Willow Chute. St. L. S. W. Ry. Co. Authorized to establish temporary agency station at Willow Chute, to be closed at the end of business season. Order No. 165. Issued August 21, 1901.

Wirand. C., R. I. & P. Ry. Co. Petition to close granted. Order No. 697. Issued April 25, 1907.

Application to discontinue stopping of trains at Wortham and discontinue that point as a station and stop trains at Graham Lumber Company's switch instead. N. O. G. N. R. R. Co. Granted. Order No. 1798. Issued October 21, 1914.

Oakley. M. L. & T. R. R. & S. S. Co. Ordered to build pagoda. Order No. 107. Issued June 1, 1907.

Flag station at Robertson. Y. & M. V. R. R. Denied. Order No. 1089. Issued January 26, 1910.

Flag stop at Walker. Y. & M. V. R. R. Granted. Order No. 1094. Issued January 26, 1910.

Application to eliminate Whittington as a flag station. L. R. & N. Order No. 1860. Issued January 28, 1915.

Willard. Application to eliminate as a flag station. L. R. & N. Order No. 1865. Issued January 28, 1915.

Flag stop at Robertson, on the Y. & M. V. R. R. Application of plaintiff denied. Order No. 1122. Issued March 23, 1910.

Flag stop at Red Cross. T. & P. Ry. Co. Ordered to stop its local passenger trains Nos. 59 and 60 on flag at Red Cross. Order No. 1138. Issued April 27, 1910.

Flag stop. Petition for flag at Bismarck, La. L. R. & N. Co. Dismissed. Order No. 1253. Issued April 27, 1911.

Flag stop. Stopping train No. 12, on flag, at Iowa. M. L. & T. R. R. & S. S. Co. Flag stop established. Order No. 1260. Issued May 24, 1911.

Flag stop at Choctaw Sand Pit ordered established. T. & P. Ry. Co. Order No. 1286. Issued July 27, 1911.

Stopping trains Nos. 1 and 2 at Magda. Ordered established. L. R. & N. Co. Order No. 1300. Issued September 22, 1911.

Stopping train No. 52 at Stonewall and Gloster. T. & P. Ry. Co. Stops ordered established. Order No. 1326. Issued October 26, 1911.

Fines. (See also "Violation of Rules.")

The Y. & M. V. R. R. fined one thousand dollars for failure to comply with rule that all trains be stopped at county seats. Order No. 10. Issued June 21, 1899. (Amended by Order No. 11.)

The fine imposed by Order No. 10 against the Y. & M. V. R. R. Co. for one thousand dollars reduced to two hundred and fifty dollars. Order No. 11. Issued June 21, 1899. (Suit filed to collect fine and discontinued. Amicable adjustment reached.)

Houston, East & West Texas Ry. Co. fined two hundred and fifty dollars for raising rates without the authority of the Commission. Order No. 43. Issued January 30, 1900. (Amended by Order No. 63.)

Order No. 43, imposing a fine of two hundred and fifty dollars on the H., E. & W. Tex. Ry. Co. annulled, on account of said railroad company being a Texas corporation and reissued against the H. & S. R. R. Co. Order No. 63. Issued April 26, 1900. (Fine paid.)

K. C. S. Ry. Co. fined one thousand dollars for removing Guy's Spur in violation of the rules of the Commission. Order No. 87. Issued August 2, 1900. (Affirmed by Order No. 102.)

St. Louis Southwestern Ry. Co. fined one hundred dollars, for each offense, for failure to provide ladies' toilets at Benson and Alden's Bridge. Order No. 95. Issued September 2, 1900. Suit filed for collection pending.

Rehearing on Order No. 87, fining the K. C. S. Ry. Co. one thousand dollars for removing Guy's Spur. Refused. Order No. 102. Issued September 21, 1900. (Suit to set aside this order filed in State court. Supreme Court of Louisiana held that order of the Commission was legal, but fine was unwarranted.)

K. C. S. Ry. Co. fined one thousand dollars for discontinuing sale of tickets to, and stopping trains at, Hollingsworth, a flag station. Order No. 121. Issued November 16, 1900. (Suit filed to collect fine. Never terminated.)

Steamers "Warren" and "Trudeau" fined one hundred dollars for discrimination. Order No. 127. Issued January 16, 1901. (Compromised and ordered rescinded.)

Affirming and re-enacting Order No. 127, fining the steamers "Warren" and "Trudeau" for discrimination. Order No. 146. Issued March 27, 1901. (Compromised and ordered rescinded.)

Cumberland Telephone & Telegraph Company fined two thousand dollars for charging more than authorized rate from Gibsland to New Orleans. Order No. 205. Issued June 27, 1902. (Reaffirmed by Order No. 209.)

Order No. 205, fining the Cumberland Tel. & Tel. Co. two thousand dollars for charging more than authorized rates reaffirmed. Order No. 209. Issued July 22, 1902. (The Commission filed suit in the Twenty-Second Judicial District Court, through Attorney General Walter Guion, for collection. Court gave judgment to the Commission, reducing the

fine to two hundred and fifty dollars. On appeal, the Circuit Court of Appeals affirmed the judgment of the lower court and increased the fine to four hundred dollars, and the Supreme Court refused a writ of review. Fine paid, four hundred dollars.)

The K. C. S. Ry. Co. and the T. & P. Ry. Co., each and severally, are required to forfeit and pay to the State on or before November 20, 1905, the sum of two thousand dollars for charging and collecting a higher rate than that fixed by the Commission on staves consigned to New Orleans, on local bills of lading. Order No. 476. Issued November 10, 1905. (Suit to set aside this order filed in Federal Court. The suit is awaiting trial on its merits.)

The St. L., I. M. & S. Ry. Co. and the T. & P. Ry. Co., each and severally, required to pay to the State the sum of two thousand dollars for violation of order fixing rate on staves from points on line, St. L., I. M. & S. Ry., via its connections, to New Orleans. Order No. 477. Issued November 10, 1905. (Suit to set aside this order filed in the Federal Court. Preliminary injunction issued. Suit is now ready for trial on its merits.)

Louisiana Western Railroad Co. fined five hundred dollars for failure to furnish cars at Gueydan, in compliance of the rules of the Commission. Order No. 505. Issued March 8, 1906.

The T. & P. Ry. Co. required to pay to the State the sum of five hundred dollars for discriminating against New Roads Oil Mill & Mfg. Co., Ltd., in the matter of furnishing cars. Order No. 643. Issued January 9, 1907.

The St. Louis, Iron Mountain & Southern Ry. Co. fined one hundred dollars for failing to post bulletin board at Collinston on July 4, 1907, when train was late. Order No. 810. Issued October 31, 1907. (Suit to collect fine filed in Twenty-Second Judicial District Court March 9, 1908.)

The St. Louis, Iron Mountain & Southern Ry. Co. fined one hundred dollars for failing to furnish drinking water and post bulletin board at Columbia when train was late, on August 29, 1907. Order No. 811. Issued October 31, 1907. (Suit to collect fine filed in Twenty-Second Judicial District Court March 9, 1908.)

Franchise Rights. (See Jurisdiction.)

Free Delivery Limits.

Limits for free delivery of telegrams and express packages in the City of New Orleans are considered reasonable. Case dismissed. Order No. 181. Issued November 20, 1901.

Agreement made between New Orleans Progressive Union and telegraph companies defining limits approved by the Commission. Order No. 363. Issued June 25, 1904.

Wells Fargo & Co. Express. Extending free delivery limits in Lafayette. Dismissed, limits extended. Order No. 647. Issued February 5, 1907.

Free Time for Unloading.

Petition of Bodenheimer vs. M. L. & T. R. R. & S. S. Co. Unloading sugar. Petition denied. Order No. 486. Issued December 13, 1905.

Additional free time in which to unload tank cars denied. All railroads. Case dismissed. Order No. 1331. Issued November 23, 1911.

Fruits and Vegetables.

Rates on fruit and vegetables from Shreveport to points on C., R. I. & P. Ry. Co. via Wells Fargo & Co. Express and Southern Express. Rate of 75 cents per 100 put in effect within 10 days from date. Order No. 713. Issued June 1, 1907.

Fresh fruit, melons and vegetables, rates established. Order No. 1035. Issued July 27, 1909.

Rates on green and ripe fruits and vegetables. All railroads. Rates established. Order No. 1240. Issued February 1, 1911.

Rates on green and ripe fruits and vegetables. Order No. 1545. Issued April 17, 1913.

Rates on onions, potatoes and melons, between Bullion and New Orleans, established. L. R. & N. Order No. 1674. Issued January 29, 1914.

Furnishing Cars.

Rules governing the furnishing of cars by railroads and providing for penalties when they fail to do so, under the conditions stipulated in the rule, adopted. Order No. 248. Issued December 19, 1902. (Cancelled by Order No. 531.)

Petition of Crusel vs. M. L. & T. R. R. & S. S. Co. for order requiring that tank cars be furnished under certain rules for fuel oil shipments dismissed. Order No. 454. Issued June 21, 1905.

Reciprocal demurrage rules adopted governing the furnishing of cars, providing that shippers shall be furnished cars at the rate of two cars for every five days, after five days' written demand, accompanied by deposit of five dollars for each car ordered. Order No. 51. Issued June 12, 1906. (Cancels Order No. 248, supra.)

Monroe Progressive League vs. St. L., I. M. & S. Ry. Co. Furnishing cars. Dismissed. Order No. 665. Issued March 19, 1907.

New Orleans Great Northern R. R. Co. Violations of orders relative to furnishing cars. Order No. 950. Issued February 26, 1909.

General Offices.

Complaint against the Western Union Telegraph Company. Defendant company having complied with the rules of the Commission, by appointing a general agent for the State and establishing an office in New Orleans, case ordered dismissed. Order No. 517. Issued May 15, 1906.

Good Roads.

In order to promote building of good roads, railroad companies per-

mitted to carry material for that purpose at reduced rates, or free. Order No. 1033. Issued July 27, 1909.

Rates on road building material. In order to promote building good roads, carriers allowed to haul road material free or at reduced rates. Order No. 1033. Issued July 27, 1909.

Grade Crossings.

Violation of rules by Y. & M. V. R. R. Co. in not stopping trains at crossing with L. R. & N. Co. tracks north of Baton Rouge. Dismissed. Reasonable excuse shown. Order No. 1034. Issued July 27, 1909.

Grain and Grain Products.

Rates on sugar, fertilizer, grain, hay and mill feed established from New Orleans to points on Houma Branch, Sou. Pac. Ry. Order No. 262. Issued March 9, 1903. (Rates reaffirmed by Order No. 275, on rehearing.)

Rates established from Shreveport and Lake Charles to points on K. C. S. Ry. Co., on grain and grain products. Order No. 274. Issued April 21, 1903. (Cancelled by Order No. 317.)

Petition of Alexandria Produce Company vs. T. & P. Ry. Co. for readjustment of rates on grain from Alexandria dismissed, amicable adjustment having been reached. Order No. 298. Issued September 30, 1903.

Rates on grain and grain products from Shreveport to points on the K. C. S. Ry. Co. established. Order No. 317. Issued November 4, 1903. (Cancels Order No. 247.)

The H. & S. R. R. Co. required to permit mixing of grains, oats, chops and bran in carload lot shipments. Order No. 520. Issued May 15, 1906.

Shreveport Traffic Association vs. V., S. & P. Ry. Co., C., R. I. & P. Ry. Co., reconsignment rates on grain and grain products from Shreveport to points on the C., R. I. & P. Ry. Denied and dismissed. Order No. 796. Issued October 31, 1907.

Rates on grain and grain products out of Monroe. St. L., I. M. & S. Ry. Order No. 1536. Issued April 14, 1913.

In the matter of rates on grain, grain products, feed, hay, etc. M. L. & T. R. R. & S. S. Co., T. & P. Ry. Co., N. O., T. & M. R. R. Co. Case dismissed. Order No. 1770. Issued July 29, 1914.

Increase to 40,000 pounds in minimum weights on all grain products between points on its line in Louisiana, where said minimums are less than that amount. C., R. I. & P. Ry. Denied. Order No. 2154. Issued December 18, 1917.

Gravel Rates.

Unreasonable rates on gravel. T. & P. Ry. Co., O., G. & N. E. Ry. Co. A rate of 3 cents per 100 ordered. Order No. 728. Issued June 27, 1907. (Amended by Order No. 740.)

(Amending Order No. 728.) The Union Bridge & Construction Co.

vs. T. & P. Ry. Co. Rate to Opelousas made 5 cents per 100 pounds. Such part of Order No. 728 as conflicts cancelled. Order No. 740. Issued July 24, 1907.

Sand, gravel, shells, lime and cement, between New Orleans and stations on the M. L. & T. R. R. & S. S. Co., and La. Western R. R. Rates established. Order No. 1177. Issued July 28, 1910.

Rates on sand and gravel from Thompson's Spur to New Orleans and points intermediate on the T. & P. Ry. Rates established. Order No. 1206. Issued October 28, 1910.

Rates on sand and gravel, C. L. Rates established. All railroads. Order No. 1222. Issued December 21, 1910.

Broken stone to take same rate as sand and gravel between points in Louisiana. Ordered. Exception to rate of 4 cents between New Orleans and Winnfield. All railroads. Order No. 1343. (Amends Order No. 1222.) Issued December 21, 1911.

Broken stone. T. & P. Ry. Co. required to apply on broken stone, carloads, same rates as those named on sand and gravel in Order No. 1206. Order No. 1668. Issued January 27, 1914.

In matter of placing same rate on clam shells as apply on sand and gravel on all railroads. Granted. Order No. 1719. Issued April 29, 1914.

Rates on clam shells, New Orleans to Ross. Y. & M. V. R. R. Co. Dismissed. Order No. 1731. Issued May 26, 1914.

Application for advance in rates on sand, gravel, shells and broken stones. All railroads. Order No. 1915. Issued June 23, 1915.

Rates on gravel from Sibley Pits to Shreveport. L. & A. Ry. Order No. 1944. Issued November 16, 1915.

Rates on sand, gravel, shells and crushed stone. N. O., T. & M. Ry. Rates established. Order No. 1975. Issued February 16, 1916.

Classifying broken stone as sand, gravel, etc. Order No. 1983. Issued April 26, 1916. (Affirming Order No. 1343.)

Rates on sand, gravel, shells and crushed stone. Rates established. Orders Nos. 1980, 1981. All railroads. Issued March 15, 1916.

Rates on sand, gravel, shells and crushed stone. Order No. 1992. Issued April 27, 1916.

Switching rate on gravel, from Mallinckrodt to Alexandria, on St. L., I. M. & S. Ry. Denied. Order No. 1996. Issued May 23, 1916.

Rates on sand, gravel, shells and crushed stone. I. C. R. R. Rates established. Order No. 2058. Issued December 5, 1916.

Handles and Spokes.

Rates on wooden handles and spokes, less carloads, from Bolinger to Shreveport. St. Louis Southwestern Railroad Co. Order No. 1535. Issued April 14, 1913.

Handling Freight.

Jones, citizens of, vs. St. L., I. M. & S. Ry. Co. Method of handling

L. C. L. freight at Jones. Case dismissed. No grounds for complaint. Order No. 1062. Issued October 28, 1909.

Hay.

Minimum weight on hay, carloads, established for all railroads in Louisiana. In cars 34 feet and under, 17,000 pounds; in cars over 34 feet, 20,000. Order No. 206. Issued June 27, 1902.

Tariff of rates established on all railroads in Louisiana on hay, native grown, carloads, between producing points and other points in Louisiana. Order No. 826. Issued December 17, 1907.

Rates on hay. Carloads from Ethel and stations intermediate to New Orleans. Y. & M. V. R. R. Co. Rates ordered. Order No. 1109. Issued February 24, 1910.

Readjustment of rates on hay, carloads and less than carloads. All railroads. Rates established. Order No. 1150. Issued June 30, 1910.

Rates on hay. T. & P. Ry. Co. et al. Case dismissed. Order No. 1329. Issued October 26, 1911.

Readjustment of rates on hay, straw and corn shucks between points in Louisiana. New Orleans and Lower Coast Railroad. Granted. Order No. 2139. Issued October 25, 1917.

Household Goods and Immigrants' Movables.

Mileage rates on household goods and immigrants' movables established between points in Louisiana. Order No. 781. Issued October 31, 1907.

Holding Trains for Connections. (See Rules and Regulations.)

Rates on household goods and emigrants' movables. All railroads. Order No. 2017. Issued July 17, 1916.

Ice.

Rates on ice established on mileage basis for all railroads in Louisiana. Order No. 219. Issued August 13, 1902.

The T. & P. Ry. Co. is allowed to cancel all special rates on ice between points on its line in Louisiana and apply mileage rates adopted by the Commission. Order No. 293. Issued August 8, 1903.

Petition of Berwick Ice & Fuel Co. for establishment of special mileage rates on ice from Morgan City and Berwick denied. Order No. 1022. Issued May 27, 1909.

Ice, rates on. Order No. 1022 affirmed. Order No. 1025. Issued July 1, 1909.

Ice. Packing L. C. L. shipments of ice. Rule established. All railroads. Order No. 1159. Issued June 30, 1910.

Prohibitive rates on ice from Baton Rouge to T. & P. Ry. points. Denied. Y. & M. V. R. R. Co., N. O., T. & M. R. R. Co. and T. & P. Ry. Co. Order No. 1198. Issued October 28, 1910.

Interchange Tracks.

Crowley. The Crowley Board of Trade vs. Louisiana Western Railroad Co., Crowley Belt & Terminal Co. and Opelousas, Gulf & Northeastern Railroad Co., No. 1034. Interchange tracks ordered installed within thirty days. Order No. 919.

Eunice. Louisiana Western R. R. Co., Texas & Pacific Ry. Co., Col. Sou., New Orleans & Pacific Ry. Co. and Chicago, Rock Island & Pacific Ry. Co. Interchange tracks ordered put in within thirty days. Order No. 908.

Interchange track at Rayne, La., ordered installed. L. W. R. R. Co. and O., G. & N. E. Ry. Co. Order No. 1287. Issued July 27, 1911.

Interchange tracks between railroads in Crowley ordered installed. La. Western R. R. Co. and O., G. & N. E. Ry. Co. Order No. 1350. Issued December 21, 1911.

Interchange tracks and connections at Monroe. St. L., I. M. & S. Ry., A. L. & G. and V., S. & P. Ry. Case dismissed. Order No. 1464. Issued October 16, 1912.

Joint interchange track at Bayou Sara. Y. & M. V. R. R. and L. R. & N. Co. Order No. 1653. Issued December 2, 1913.

Eunice. Interchange facilities at. M. L. & T., T. & P. and N. O., T. & M. R. R. Order No. 1869. Issued January 29, 1915.

Interlocking Crossings.

Rules governing the installation and maintenance of interlocking devices adopted. Order No. 436. Issued March 22, 1905. (Cancelled by Order No. 450.)

Rules governing the installation and maintenance of interlocking devices adopted and all previous orders cancelled. Order No. 450. Issued June 21, 1905. (Cancels Order No. 436.)

Plans for interlocking crossings of K. C. S. Ry. with the La. West. R. R. at Lake Charles approved, except as to distance of derails from crossing. Order No. 604. Issued November 8, 1906.

Interlocking plant at Strader. I. C. R. R. Co. Plans approved. Order No. 687. Issued April 25, 1907.

Interlocking devices at Port Allen and Livonia. Ordered put in and operated at said places, at the intersection of the C. S., N. O. & P. Ry. and T. & P. Ry. Order No. 709. Issued June 1, 1907.

Interlocking plant at Crowley. C. S., N. O. & P. Ry. Co. Plans approved. Order No. 733. Issued June 27, 1907.

Interlocking plant at Opelousas. T. & P. Ry. Co. Ordered to install same without unnecessary delay. Order No. 759. Issued September 13, 1907.

Interlocking plant at Lake Charles. K. C. S. Ry. Co., La. West. R. R. Co. Plans approved. Order No. 762. Issued September 13, 1907.

Requiring interlocking plant at Lockmore Crossing. L. W. Ry. Co. and K. C. S. Ry. Co. Order No. 1443. Issued September 26, 1912.

Requiring interlocking plant at Iowa Crossing. L. W. R. R. and St. L., I. M. & S. Order No. 1444. Issued September 26, 1912.

Interlocking plant. Installation of interlocking plant at Lockmore. Louisiana Western R. R. Co. and K. C. S. Ry. Co. Ordered installed. Order No. 1483. (Amends Order No. 1443.) Issued November 13, 1912.

In the matter of interlocking crossing of the Y. & M. V. R. R. (B. R., H. & E. Div.) and L. R. & N., one mile north of Baton Rouge. Order No. 1661. Issued December 12, 1913.

Interlocker at Starks. K. C. S. and G. & S. R. R. Order No. 1953. Issued December 13, 1915.

Interstate Shipments. (See Jurisdiction.)

Joint Through Rates.

The New Orleans Board of Freight and Transportation ordered to file amended petition in their case against the N. O. N. W. R. R. Co., in which it is alleged that rates are unreasonable and excessive, so as to include all carriers participating in the rate. Order No. 164. Issued August 21, 1901.

The Ark. Sou. R. R. Co. and its connecting lines ordered to adjust joint through rates between New Orleans and points on said lines on the basis of 10 per cent less than the sum of the locals. Order No. 170. Issued October 10, 1901. (Void for want of authority to regulate a joint through rate when issued.)

Basis for computing joint rates established at 10 per cent less than sums of local rates. Order No. 175. Issued October 10, 1901. (Void for want of authority to regulate joint through rates when issued.)

The T. & P. Ry. Co. refused authority to cancel joint through rates in connection with the S. & R. R. V. Ry. Co. Order No. 256. Issued February 18, 1903. (Void for want of authority to control joint through rates when issued.)

N. O. & N. W. R. R. Co. and the V., S. & P. Ry. Co. Adjustment of rates. Order No. 175 to be taken as a basis in quoting rates. Order No. 280. Issued May 28, 1903. (Void for want of authority to regulate joint through rates when issued.)

The Commission having no jurisdiction over joint through rates, prior to the Act of the Legislature of 1904, giving them such authority, cannot investigate complaint filed previous to the passage of the Act. Case of New Orleans Board of Trade vs. St. L., I. M. & S. Ry. Dismissed. Order No. 382. Issued September 2, 1904.

New Orleans Board of Trade vs. T. & P. Ry. Co. Commission was without authority to regulate joint through rates when this case was filed. Case dismissed. Order No. 383. Issued September 2, 1904.

Under the authority granted by Act of the Legislature of 1904 the basis for joint through rates, where no other rates exist, is established at 10 per cent less than the sums of the local rates. Order No. 414. Issued November 15, 1904.

All joint through rates in effect on December 1, 1904, approved by

the Commission, and basis for establishing joint through rates in future fixed. Order No. 419. Issued December 21, 1904.

St. L., I. M. & S. Ry. Joint through rates on rice. Ordered that in figuring joint through rates between points in Louisiana all rail lines shall use the lowest published rates on any commodity, less 10 per cent, using the short line mileage in all cases where a point may be reached by two or more routes. Order No. 527. Issued May 15, 1906.

Tremont & Gulf R. R. and V., S. & P. Ry. Co. Joint through rates from Shreveport, Alexandria and Monroe to points on T. & G. R. R. Order No. 795. Issued October 31, 1907.

Shreveport Traffic Association vs. K. C. S. Ry. Co., C. & S. F. Ry. Co. Joint through rates to Santa Fe points. Case dismissed. Order No. 822. Issued November 26, 1907.

Ruston Oil Mill & Fertilizer Co. vs. St. L., I. M. & S. Ry. Co. Joint through rates on cotton seed from stations on Iron Mountain Ry. to Ruston. Order No. 825. Issued November 26, 1907.

Ruston Oil Mill & Fertilizer Co. vs. St. L., I. M. & S. Ry. Co. et al. Joint through rates on cotton seed, carloads, from H. C. A. & N. Division of the St. L., I. M. & S. Ry. Co. points to Ruston. Rehearing on Order No. 825. Order No. 830. Issued December 17, 1907.

Railroads, in computing joint through rates, must use the sum of the lowest commodity as mileage rates in effect, as the maximum joint through rate between any two points in Louisiana. New Orleans Board or Trade et al. vs. Railroads. Order No. 827. Issued December 17, 1907. Rehearing granted January 17, 1908. (Order in abeyance.)

Joint Track Users.

One line rates over N. O., T. & M. and Y. & M. V. from Baton Rouge to New Orleans. Ordered established. Order No. 1771. Issued July 29, 1914.

Jurisdiction.

The Commission has no jurisdiction over interstate shipments. Order No. 12. Issued October 13, 1899.

The Commission has no jurisdiction over the removal of the depot at Rayville, so as to conform to the streets of the town. Order No. 51. Issued March 20, 1900.

The Commission will take no jurisdiction over the location of a depot within a corporation limits, if same has been located before the laying out of the streets of the town. Order No. 51. Issued March 20, 1900.

The Commission has no jurisdiction in the matter of determining the amount of loss or damage to shipments. This is the question for the civil courts. Order No. 59. Issued April 26, 1900.

The Commission has no jurisdiction over the execution of private contracts. Case of McCall vs. T. & P. Ry. Dismissed. Order No. 69. Issued May 25, 1900.

A shipment which in transit between two points in Louisiana passes through a portion of Mississippi is an interstate shipment and not under the control of this Commission. *Millsaps vs. V., S. & P. Ry. Co.* Order No. 97. Issued September 21, 1900.

The Commission has no jurisdiction over interstate shipments. Case dismissed. *Nat. Oil Works & Mill Supply Co. vs. I. C. R. R. Co.* Order No. 101. Issued September 21, 1900.

Contract with the citizens of Doss by St. L., I. M. & S. Ry. Co. to maintain a depot at Doss. Opinion of Commission that this is a matter for civil courts. Order No. 117. Issued November 16, 1900.

Case of *Torrans Mfg. Co. vs. K. C. S. Ry. Co.* Dismissed. No jurisdiction over interstate shipments. Order No. 148. Issued April 20, 1901.

Citizens of Gretna vs. M. L. & T. R. R. & S. S. Co. The Commission has no jurisdiction over the enforcement of franchise rights and cannot require trains to be run in accordance therewith. Order No. 253. Issued January 7, 1903.

New Orleans Board of Trade vs. St. L., I. M. & S. Ry. Co. At the time of filing petition, Act No. 24 of 1904 was not in effect, and Commission has no jurisdiction over joint through rates. Order No. 382. Issued September 2, 1904.

Gulf Rice Milling Co. vs. La. West. R. R. The Commission has no power or authority to order spur tracks built to industries along the line of a railroad, or at other places than at stations. Spurs, when once built, however, cannot be removed without the consent of the Commission. Order No. 385. Issued September 2, 1904.

Export rates. Commission has no jurisdiction where shipments are made through bills of lading. Case dismissed. Order No. 468. Issued November 10, 1905.

Haas & Lyle vs. Cumberland Tel. & Tel. Co. The Commission cannot determine the amount of damage or require the same to be paid to complainant in cases where telephone companies fail to deliver a message within a reasonable time. Civil courts must determine and fix damages in such cases. Order No. 480. Issued November 10, 1905.

The Commission has no jurisdiction over interstate express packages. Order No. 970. Issued January 27, 1909.

Loading and unloading charge on rice shipments, carloads, abolished. *New Orleans Board of Trade vs. Texas & Pacific Ry. Co., Y. & M. V. Ry. Co., et al.*, No. 1044. The rate of 3 cents per sack abolished. Order No. 924.

Lard and Lard Compounds.

On petition of Shreveport Traffic Association rates on lard and lard compounds, sugar and molasses adjusted between Shreveport and Natchitoches, via T. & P. Ry. Co. Order No. 314. Issued November 4, 1903.

Limestone.

Rates on agricultural limestone between points in Louisiana. All railroads. Rates established. Order 2097. Issued April 11, 1917.

Liquor.

Rates on whisky, by express, established from Monroe to points on Rock Island Railway. Monroe Progressive League vs. Sou. Ex. Co. et al. Order No. 773. Issued September 13, 1907.

Prepayment of freight charges on shipments of liquor to prohibition points. Vicksburg, Shreveport & Pacific Ry. Co., ex parte. No. 936. Denied. Order No. 838.

Shipments of liquor for non-agency points. American Express Co., ex parte. Application denied. Order No. 1120. Issued March 22, 1910.

Live Stock.

Mileage rates on live stock established for all rail lines in the State of Louisiana. Order No. 162. Issued July 23, 1901. (Cancelled by Order No. 362.)

Rates on live stock established by Order No. 162 reaffirmed, and table of estimated weights adopted. Order No. 178. Issued October 10, 1901. (Cancelled by Order No. 362.)

Rates may be increased proportionately when cars are of extra length and are furnished on request of shippers. Order No. 288. Issued June 26, 1903.

Valuation of horse, pony, gelding, mare, or stallion, mule or jack, fixed at \$100.00. Order No. 304. Issued March 10, 1904.

A standard table of valuations for live stock adopted for all rail lines in the State of Louisiana. Order No. 321. Issued December 17, 1903.

All railroad companies in Louisiana are authorized to discontinue the issuance of return passes for attendants accompanying shipments of live stock. Order No. 333. Issued January 28, 1904.

Valuations of live stock fixed by the Commission. Order No. 334. Issued January 28, 1904.

A standard tariff of rates for the transportation of live stock by railroads in Louisiana adopted, together with table of estimated weights and valuation clause, cancelling all previous orders. Order No. 362. Issued June 17, 1904.

Live stock, rates on. Steamboat Traffic Association, ex parte. No. 985. Tariff adopted. Order No. 901.

Readjustments of rates on live stock from New Orleans to points on Napoleonville Branch, including Thibodaux, Napoleonville and Houma. M. L. & T. R. R. Order No. 1871. Issued February 23, 1915.

Readjustment of rates on live stock, based on length of car, ordered. K. C. S. Ry. Co. Order No. 1902. Issued April 27, 1915.

Live stock, carloads, and facilities for handling, from Kleinpeter to New Orleans. Rates established and facilities ordered. L. R. & N. Co. Order No. 2065. Issued January 19, 1917.

Change rates on live stock, carloads, from per car to weight basis. N. O. G. N. R. R. Granted. Order No. 2092. Issued April 11, 1917.

Valuation on shipments of live stock. All railroads. Order No. 2146. Issued November 22, 1917.

Rule relative to transportation of live stock between points in Louisiana. M. L. & T. R. R. & S. S. Co. Denied. Order No. 2147.

Live stock rates established. Order No. 2188. Issued February 28, 1918.

Rates on live stock. Order No. 2210. Issued June 3, 1918.

Long Distance Tariffs.

The M. L. & T. R. R. & S. S. Co. ordered to readjust its local distance tariff so as to conform with the rule of the Commission, requiring that changes in rate shall not be made for a less distance than five miles, etc. Order No. 189. Issued February 25, 1902.

Logs. (See Lumber, Logs and Staves.)

Log Cars.

Rate on second-hand log cars. Tex. & Pac. Ry. Dismissed. Order No. 1988. Issued April 27, 1916.

Loss and Damage. (See also Jurisdiction.)

Complaint of Bienvenue vs. T. & P. Ry. Co. for failure to pay claims for loss or damage in time required by the rules of the Commission dismissed, amicable adjustment having been reached. Order No. 48. Issued March 2, 1900.

The Railroad Commission has no jurisdiction over the assessing of damages to goods in transit. Louis Bush's Sons vs. Sou. Pac. Co. Order No. 59. Issued April 26, 1900.

Lumber, Logs, Shingles and Staves.

Five dollars per car is considered a fair and reasonable charge for stopping cars of lumber to be milled in transit. Pelican Lumber Company vs. K. C. S. Ry. Co. Order No. 149. Issued April 30, 1901.

Rates on lumber restored and local rates equalized with export rates from points on the I. C. R. R. to New Orleans. Order No. 173. Issued October 10, 1901.

Rates on lumber from points on I. C. R. R. to New Orleans established. Order No. 179. Issued November 20, 1901.

Rate of 5 cents per 100 pounds on lumber and shingles established from Plattenville to New Orleans, via T. & P. Ry. Order No. 367. Issued July 7, 1904.

Petition of I. C. R. R. Co. and Y. & M. V. R. R. Co. for change in rates on shingles and laths denied. Order No. 428. Issued February 17, 1905.

Rate of 6 cents per 100 pounds established on lumber, laths and shingles from Maringouin and points south of New Orleans. Order No. 434. Issued March 22, 1905.

Joint through rates on lumber, logs and staves, and articles taking same rates, under Western Classification, established from points on L. & A. Ry., L. & N. W. R. R., St. L., I. M. & S. Ry., L. R. & N. Co., T. & P. Ry. and M. L. & T. R. R. & S. S. Co. to New Orleans. Order No. 440. Issued April 19, 1905. (Cancelled by Order No. 445.)

Rates established to New Orleans from stations on lines of the L. & A. Ry., L. & N. W. R. R., St. L., I. M. & S. Ry., L. R. & N. Co., T. & P. Ry. and M. L. & T. R. R. & S. S. Co. Order No. 445. Issued May 25, 1905. (St. L., I. M. & S. Ry. and T. & P. Ry. fined \$2,000.00 each for violation of this order.) (Order imposing fine contested in the Federal courts and there pending.)

Petition of Flashdick & Rixman for rate of \$4.00 per car for the transportation of logs by the N. O., N. & N. R. R. unreasonable. Petition denied. Order No. 487. Issued December 13, 1905.

All railroad companies operating in the State of Louisiana are required to allow 500 pounds free weight for standards, guides and stakes used in securing logs and lumber to open, flat or gondola cars. Order No. 500. Issued February 20, 1906. (Affirmed by Order No. 540.)

Application of M. L. & T. R. R. & S. S. Co. to advance minimum weight on lumber denied. Order No. 539. Issued July 10, 1906.

Application of Y. & M. V. R. R. Co. for modification of Order No. 500, requiring railroads to allow free 500 pounds for guides, strips and stakes, to reduce same to 250 pounds, is hereby denied. Order No. 540. Issued July 10, 1906.

Petition of V., F. & W. R. R. Co. for advance in rates on lumber denied. Order No. 544. Issued July 10, 1906.

The maximum charge for transferring shipments of lumber, dressed, from one car to another, when necessary, fixed at \$2.50 per car. Order No. 576. Issued October 10, 1906.

St. L., I. M. & S. Ry. Co. Rates on logs from points 50 miles and less to Alexandria. The Commission finds nothing unreasonable in the rates which have been established by defendant companies into Alexandria and the case is dismissed. Order No. 601. Issued November 8, 1906.

Industrial Lumber Company et al. vs. Railroads. Allowance from moisture on shipments of lumber when is rained on in transit. Provisions of this order become effective on October 1, 1907. Ordered that all and each of the prayers of petition in case not especially granted be denied. Order No. 755. Issued September 13, 1907.

Lumber, rates on carloads, from Angie, Acme, Branch B, and Varnado to New Orleans. Acme Lumber Co. et al. vs. New Orleans Great Northern R. R. Co., No. 933. Ordered, that on and after February 1, 1908, the N. O. G. N. R. R. Co. shall desist from charging more than 7

cents per 100 pounds on lumber, carloads, from points named to New Orleans. Order No. 837.

Logs, rates on, from points on Natchitoches Branch to New Orleans. T. W. Broussard & Co. vs. Texas & Pacific Ry. Co., No. 958. Amicably adjusted and dismissed. Order No. 860.

Lumber, rates on, from Lecompte, Lamourie and Alexandria. Church Point Lumber Co. vs. Texas & Pacific Ry. Co., No. 960. Said company required to desist from charging greater rate on lumber than 7½ cents per 100 pounds. Order No. 861.

Lumber, continuous mileage rates on. Baton Rouge Lumber Co. vs. Y. & M. V. R. R. Co. and I. C. R. R. Co., No. 1930. Mileage rate adopted. Order No. 938.

Logs, hardwood. Rates on from Odenburg to New Orleans. H. da Ponte & Co. vs. Texas & Pacific Ry. Co. Required to charge the same rates as are charged from Rosa to New Orleans. Order No. 955.

Rates on lumber. New Orleans & Northwestern R. R. Co. allowed to readjust rates. Order No. 966. Issued April 15, 1905.

Prepayment of freight charges on. Petition of T. & P. Ry. Co. Denied. Order No. 969. Issued January 27, 1909.

Lumber. Reweighing cars when weights are disputed. Amends Order No. 755. Order No. 1007. Issued April 15, 1909.

Reweighing cars of lumber when weights are disputed. Cancels Order No. 1007 and amends Order No. 755. Order No. 1037. Issued July 29, 1909.

Rates on logs from points, Angola and stations south, to New Orleans. L. R. & N. Co. Order No. 1184. Issued September 30, 1910.

Rates on logs. L. R. & N. Co. Rates established. Order No. 1323. Issued October 26, 1911.

Readjustment of rates on lumber between points on K. C. S. Ry. Order No. 1514. Issued February 20, 1913.

Application for increase in rates on logs. Ark. S. E. R. R. Co. Order No. 1599. Issued July 23, 1913.

Rates on lumber contained in Authority No. 9027-R. St. L. S. W. R. R. Co. Order No. 1627. Issued October 22, 1913.

Readjustment of rate on lumber, carloads. K. C. S. Ry. Co. Order No. 1628. Issued October 22, 1913.

Re-establishment of rate on lumber, carloads. K. C. S. Ry. Co. Order No. 1652. (Amends Order No. 1628.) Issued December 2, 1913.

Lumber, rates on, carloads, from Clinton to points in Louisiana. Y. & M. V. R. R. Order No. 1707. Issued March 26, 1914.

Rate on hardwood lumber and cordwood. T. & P. Ry. Co. Case dismissed. Order No. 1718. Issued April 29, 1914.

Rates on lumber from 7 cents to 9 cents per 100 pounds. New Orleans to Alexandria. T. & P. Ry. Co. Rates established. Order No. 1721. Issued April 29, 1914.

Forest products. Application to apply on Louisiana intrastate traffic C., R. I. & P. Tariff No. 25533-P in lieu of Tariff No. 29621. Granted. Order No. 1742. Issued June 10, 1914.

Rates on gum lumber and minimums applicable thereto, from N. O. & N. E. stations to New Orleans. Denied. Order No. 1795. Issued October 20, 1914.

Minimum weights on lumber between points on L. R. & N. Dismissed. Order No. 1846. Issued December 16, 1914.

Transit arrangements and rate on logs into Rayville. St. L., I. M. & S. Ry. Granted. Order No. 1939. Issued October 20, 1915.

Transit arrangements and rate on logs into Rayville. St. L., I. M. & S. Ry. Order No. 1950. Issued November 16, 1915.

Application of St. L., I. M. & S. Ry. for increase in rates on lumber and other forest products from 7 to 7½ cents per 100 pounds to 10 cents per 100 pounds. Denied. Order No. 1896. Issued April 27, 1915.

Rate on gum lumber slabs from Honey Island to New Orleans. N. O. & N. E. R. R. Order No. 1903. Issued April 28, 1915.

Penalty rates on logs into milling points. St. L., I. M. & S. Ry. Dismissed. Order No. 1973. Issued February 16, 1916.

Rates and transit arrangements on logs into milling points. St. L., I. M. & S. Ry. Dismissed. Order No. 1974. Issued February 16, 1916.

Rates on logs, cooperage and lumber between Pineville and Alexandria. C., R. I. & P. Ry. et al. Dismissed. Order No. 1997. Issued May 23, 1916.

Transit arrangement and rate on logs. L. R. & N. Co. Rates established. Order No. 2013. Issued June 20, 1916.

Advance in rates on lumber and other forest products taking same rates from points on its line south of Alexandria to Shreveport from 7 to 9 cents per 100 pounds. St. L., I. M. & S. Ry. Granted. Order No. 2007. Issued May 25, 1916.

Rate on hardwood and cypress lumber, laths and shingles, etc., from Miltonburg to Alexandria. Alexandria & Western Ry. Rate established. Order No. 2008. Issued May 25, 1916.

Rate on hardwood and cypress lumber, laths and shingles, etc., from Miltonburg to Alexandria. Alexandria & Western Ry. Rate established. Order No. 2025. (Cancels Order No. 2008.) Issued July 18, 1916.

Readjustment of rates into Shreveport and Cedar Grove on rough materials. K. C. S. Ry. Rates ordered in. Order No. 2035. Issued September 14, 1916.

Rate on hardwood and cypress lumber, laths and shingles. Alexandria & Western Ry. Co. Application for rehearing. Refused. Order No. 2036. Issued September 14, 1916.

Rates on hardwood and cypress lumber, laths and shingles, etc., from Miltonburg to Alexandria. Alexandria & Western Ry. Rates established. Order No. 2073. Issued February 9, 1917.

Rates on hardwood and cypress lumber, laths and shingles, etc.,

from Miltonburg to Alexandria. Alexandria & Western Ry. Correcting Order No. 2073. Order No. 2077. Issued March 20, 1917.

Rates on unfinished forest products. Neame, Carson & Southern Ry. Denied. Order No. 2128. Issued September 11, 1917.

Application to change rates on cord wood from a per cord to a per 100 pounds basis. V., S. & P. Ry. Granted. Order No. 2127. Issued September 4, 1917.

Rates on unfinished forest products. Neame, Carson & Southern Ry. Denied. Order No. 2128. Issued September 11, 1917.

Rates on logs between points on line shown in proposed Tariff No. 5. Alexandria & Western Ry. Rates established. Order No. 2129. Issued September 19, 1917.

Refund on lumber account of transit arrangements. V., S. & P. Ry. Order No. 2155. Issued December 18, 1917.

Advance in log rates. Z. & E. Ry. Order No. 2226. Issued August 5, 1918.

Rates on crossties to Algiers. Order No. 2232. Issued September 24 1918.

Machinery, Well Boring Outfits, Etc.

Rate on shipment of second-hand machinery, New Orleans to Benzenzer Spur, Texas & Pacific Ry. Rate ordered. Order No. 1113 Issued February 24, 1910.

Rate for the transportation of second-hand machinery. All railroads. Order No. 1117. Issued March 23, 1910.

Rate on second-hand sugar house machinery from Isle of Cuba plantation to Gretna. Defendant company, M. L. & T. Amicable settlement reached. Case dismissed. Order No. 1125. Issued March 23, 1910.

Rates on well boring outfits between points in Louisiana. All railroads. Rates established. Order No. 1276. (Amended by Order No. 1338.) Issued July 7, 1911.

Interpretation of the application of rates established by Order No. 1117, on second-hand machinery. M. L. & T. R. R. & S. S. Co. et al Order No. 1284. (Corrected.) Issued October 2, 1911.

Interpretation of the application of rates established by Order No. 1117, on second-hand machinery. Interpretation affirmed. M. L. & T. R. R. & S. S. Co. et al. Order No. 1294. Issued September 20, 1911.

To all railroads. Ordered that same rates, rules and regulations shall apply on water well boring outfits as apply on well boring outfits. Order No. 1296. (Amends Order No. 1276.) Issued September 20, 1911.

Rates on well boring machinery other than water well boring machinery. All railroads. Same rates as prescribed in Order No. 1276 established. Order No. 1338. (Amends Order No. 1276.) Issued December 21, 1911.

Less than carload rates on second-hand machinery between points in Louisiana. Order No. 1380. Issued February 29, 1912.

Rate on second-hand machinery from Willbert's Spur to Bernan Switch. T. & P. Ry. and O. G. & N. Ry. Order No. 1472. Issued October 17, 1912.

Agricultural implements. Rate on from Newellton to Shreveport. (Claim for reparation.) Order No. 1854. Issued January 26, 1915.

Application of railroads operating in Louisiana to amend Commission's Orders Nos. 1276 and 1338, naming rate on well boring outfits. Order No. 1876. Issued February 23, 1915.

Well boring outfits. Rates on. All railroads. Order No. 1883. Issued March 5, 1915. (Amending Order No. 1338.)

Manure.

Application for increase in rates on manure, carloads, from New Orleans to Illinois Central stations. Granted. Order No. 1789. Issued September 23, 1914.

Application for increase in rates on manure, carloads, from New Orleans to Y. & M. V. R. R. stations. Granted. Order No. 1790. Issued September 23, 1914.

Y. & M. V. R. R. Co. Rates on manure, proposed at hearing by petitioners, approved. Authority for rates to be issued accordingly. Order No. 589. Issued November 9, 1906.

Mileage rates established. Illinois Central Railroad Company. Order No. 2060. Issued January 15, 1917.

Increase from 40,000 pounds to 60,000 pounds in minimum weights on manure, carloads, from New Orleans to certain Illinois Central Railroad stations. Granted. Order No. 2161. Issued December 19, 1917.

Milk.

Reduction of rates on milk between stations on the I. C. R. R. in Louisiana. Order No. 1153. Issued June 30, 1910.

Rates on transportation of milk on passenger trains. Y. & M. V. R. R. Rates established. Order No. 1283. Issued July 27, 1911.

Rates for the transportation of milk on passenger trains established. N. O., T. & M. R. R. Co. Order No. 1284. Issued July 27, 1911.

Rates for the transportation of milk on passenger trains. L. R. & N. Co. Rates established. Order No. 1295. (Amended by Order No. 1295-A.) Issued September 20, 1911.

Rates for the transportation of milk on passenger trains. L. R. & N. Co. Order No. 1295-A. (Amends Order No. 1295 by making rates apply between points on the L. R. & N. east of the Mississippi River only.) Issued October 2, 1911.

Rates on to Ruston. V., S. & P. Ry., C., R. I. & P. Ry., Tremont & Gulf Ry., L. & N. W. R. R. and L. & A. Ry. Rates established. Order No. 1966. Issued January 27, 1916.

Mill Feed. (See Feed.)**Minimum Charge and Weight.**

Minimum weight established for sugar cane, carloads. Order No. 38. Issued December 20, 1899.

Minimum charge of 25 cents established for a single shipment. Order No. 126. Issued December 12, 1909. (Cancelled by Order No. 139.)

Order No. 126 cancelled and minimum charges are established. Order No. 139. Issued February 28, 1901.

Minimum weight for tank cars must be the marked capacity of the car. Order No. 309. Issued November 4, 1903.

L. R. & N. Co. Charging for greater than actual weight of shipment. This was found to be the result of an error of new employee and prompt refund having been made to shipper, case dismissed. Order No. 526. Issued May 16, 1906.

Minimum weight on coal, carloads. M. L. & T. R. R. & S. S. Co. et al. allowed to fix minimum weight on carload of coal at 25 tons to car, except where capacity of car is less. Order No. 500. Issued November 9, 1906.

Charging minimum carload weights. V., S. & P. Ry. Co. allowed to charge minimum carload weights in tariffs authorized, so as to conform within minimum weights as established by Western Classification. Order No. 625. Issued January 10, 1907.

Minimum weights to be assessed on shipments requiring special cars or more than one car. Amendment to Rule 60. Order No. 1019. Issued May 27, 1909.

Minimum weight of household goods and emigrants' movables. Weight fixed at 20,000 pounds, to apply between points on all railroads in Louisiana. Order No. 1141. Issued April 27, 1910. (Amends Order No. 781.)

Minimum weight on lumber. Changing minimum weight on lumber from 24,000 pounds to 30,000 pounds. Granted. T. & P. Ry. Co. Order No. 1227. Issued February 10, 1911.

Minimum weights. I. C. R. R. Established. Order No. 1347. Issued December 21, 1911.

Rule governing maximum weight, transfer of overloaded cars and charges therefor. M. P. R. R. Order No. 2184. Issued February 20, 1918.

Minimum per car charges. Order No. 2238. Issued November 20, 1918.

Mode of Procedure.

Mode of procedure. Order No. 1794. Issued September 23, 1914.

Molasses. (See also "Sugar and Molasses.")

Rates on low grade molasses from plantation points to New Orleans

established. Order No. 207. Issued June 27, 1902. (Cancelled by Order No. 532.)

Rates fixed in Order No. 207 apply to low grade molasses only. Minimum fixed at 10 per cent of marked capacity of tank. Last car minimum to be 30,000 pounds. Order No. 222. Issued August 14, 1902. (Cancelled by Order No. 532.)

Rates fixed in Order No. 207 and Order No. 222 apply only to molasses whose value does not exceed 2 cents per gallon. Order No. 227. Issued October 9, 1902. (Cancelled by Order No. 532.)

Rates from points reached by Daigle's Barge Line to New Orleans established. Order No. 402. Issued November 15, 1904.

That Commission considers it fair and reasonable that in view of the low rate of 6 cents per 100 pounds on molasses, that shippers should furnish certificates showing the actual price paid for such molasses. Petition denied. (Louisiana Distilling Co., Ltd., vs. M. L. & T. R. R. & S. S. Co. et al.) Order No. 515. Issued May 16, 1906.

Rate of 6 cents per 100 pounds established on "black strap," or "centrifugal thirds," from all plantation points to New Orleans, shipper to furnish certificate as to grade. Order No. 532. Issued June 12, 1906. (Cancels Orders Nos. 207, 222, 227 and 515.)

Molasses, unreasonable and excessive rates on. International Molasses Co., Ltd., vs. the Mississippi Packet Co., No. 939. Case dismissed. Order No. 839.

Rates on black strap or low grade molasses from Louisiana points to Baton Rouge. All railroads. Order No. 1607. Issued July 23, 1913.

Application for authority to establish minimum carload rate on molasses in tank cars, on basis of 95 per cent of the gallonage capacity of tank. Granted. Illinois Central Railroad. Order No. 2148. Issued November 22, 1917.

Establishment of minimum carload weights on molasses in tank cars on basis of 95 per cent of gallonage capacity of tanks. N. O., T. & M. Ry. Order No. 2186. Issued February 20, 1918.

Advance in rates on black strap molasses on N. O. & L. C. R. R. Order No. 2234. Issued September 24, 1918.

Moss.

Rates for the transportation of moss from Bunkie, Morrows, Rosa, Palmetto, Melville, Fordoche, Grosse Tete and Maringouin to Port Allen and Baton Rouge established. Order No. 23. Issued October 18, 1899. (Rates to Baton Rouge cancelled.)

Moving Stations.

The V., S. & P. Ry. Co. ordered to move the station located at Moss Bayou to point opposite C. J. Foster & Co.'s store within thirty days. Order No. 42. Issued January 29, 1900.

The Commission will take no jurisdiction over the location of a

depot within a corporation limit, if same has been located before the laying out of the streets of the town. Order No. 51. Issued March 20, 1900.

The St. L., I. M. & S. Ry. Co. authorized to move its station at Georgetown to the junction of the La. & Ark R. R. Co., where a joint station is to be erected. Order No. 409. Issued November 15, 1904.

Naval Stores.

Mixing commodities of naval stores. G., C. & S. F. Ry. Co. Order No. 1906. Issued May 25, 1915.

Oats. (See also Corn.)

Oats, rates from Bayou Sara to Baines Station. Y & M. V. R. R. Co. readjusted. Order No. 867. Issued March 24, 1908.

Official Journal.

The Baton Rouge Times is declared to be the official journal of the Railroad Commission of Louisiana, and publication of its orders, rules, etc., in said journal is due and proper notice of same. Order No. 380. Issued September 2, 1904. (Cancelled by Order No. 547.)

The Daily State is designated as the official journal of the Railroad Commission of Louisiana. Order No. 547. Issued August 6, 1906. (Cancelled by Order No. 778.)

Official journal abolished. Notice of rulings to be given through the mails. Order No. 778. Issued September 13, 1907.

Oils.

Rates on mileage basis established on fuel oil for all railroads in Louisiana. Order No. 193. Issued May 22, 1902.

Rates on cooking oil, lard compounds and lard substitutes, from Monroe to points on St. L., I. M. & S. Ry. Co. Order No. 1358. Issued February 1, 1912.

Overcharges. (See Claims and Overcharges; also Violation of Rules.)

"Owner's Risk" Clause.

"Owner's Risk, Released," clause in bills of lading, under some conditions, is not unreasonable. Epstein Bros. vs. Express Companies. Order No. 276. Issued April 21, 1903.

Packing House Products.

Rates on packing house products. Application of V., S. & P. to establish rates on, from Monroe, granted. Same rates to apply from West Monroe. Order No. 1001. Issued April 15, 1909.

Passenger Fares and Service. (See also Train Service.)

Rates of 25 cents per passenger established between Minden and

Sibley, via L. & A. R. R. Co. Order No. 72. Issued May 30, 1900. (On special trains only.) (Amended by Order No. 92.)

The L. & A. R. R. Co. allowed to charge 25 cents per passenger between Minden and Sibley. Order No. 92. Issued August 21, 1900. (Amends Order No. 72.)

East La. R. R. Co. granted permission to advance rates to standard mileage rate of 3 cents per mile from Mandeville and Covington to New Orleans. Order No. 190. Issued March 11, 1902.

Carrying passengers on freight trains. Citizens of Simmsboro vs. V., S. & P. Ry. Co. Practice discontinued. Case dismissed. Order No. 232. Issued November 20, 1902.

The T. & P. Ry. Co. will allow passengers to be carried on the T. S. & N. Division of their railroad. Case is therefore dismissed. Order No. 239. Issued November 20, 1902.

The rate for a seat in the Pullman car established by the Commission. Order No. 251. Issued January 18, 1903. (Amended by Order No. 273.)

Order No. 251. Fixing maximum rate for seat fares in Pullman cars revoked. Order No. 273. Issued April 21, 1903.

Petition for passenger service on the V., F. & W. R. R. Co. denied. Road not chartered to handle passenger business. Order No. 524. Issued May 15, 1906.

Citizens of Union Parish vs. L. R. & N. Co., Farmerville & Southern Ry. Co. Passenger and freight service. Case dismissed. Order No. 629. Issued January 10, 1907.

Passenger fares established for railroads in the State of Louisiana. Order No. 645. Issued February 5, 1907. (Cancelled by Order No. 654.)

Order No. 645 rescinded. Order No. 654. Issued March 19, 1907.

C., R. I. & P. Ry. Co. ordered to operate a double daily train in Winn, Lincoln, Jackson and Union Parishes. Order No. 705. Issued June 1, 1907.

Passenger train service at Slaughter. Y. & M. V. R. R. Co. Case ordered dismissed by plaintiffs. Order No. 718. Issued June 1, 1907.

Residents of Pearl River vs. N. O. G. N. R. R. Co. Passenger train service on its line between Pearl River and Covington. Dismissed. Order No. 749. Issued July 24, 1907.

The Pontchartrain R. R. Co. Passenger service between New Orleans and Lake Pontchartrain. (Amending Order No. 737.) Order No. 756. Issued September 13, 1907.

Citizens of Cherry Ridge vs. Ark. S. E. Ry. Co. Said company ordered to inaugurate a daily passenger train service. Order No. 757. Issued September 13, 1907.

T. & P. Ry. Co. Passenger train service on the La. East & West Ry. Co. Dismissed. Order No. 790. Issued October 31, 1907.

M. L. & T. R. R. & S. S. Co. Temporary freight and passenger service at Anse La Butte oil field. Order No. 815. Issued November 26, 1907.

Passenger fares, violation of rules governing by M. L. & T. R. R. & S. S. Co. Dismissed. Order No. 1010. Issued May 27, 1909.

In re two and one-half cent passenger rate. Order No. 1665. Issued December 12, 1913.

Passenger fares on mixed trains. Petition denied. Order No. 1677. Issued January 29, 1914.

Passenger fares, reference to four-cent passenger fare. Order No. 654 amended. Order No. 1679. Issued January 29, 1914.

Abolishment of penalty when tickets are not purchased at agency stations. All railroads. Order No. 1979.

Withdrawal from sale of interchangeable penny scrip books, form TS. Granted. Order No. 2033. Issued September 14, 1916.

Refusing to transport passengers from North Baton Rouge to Baton Rouge. Y. & M. V. and N. O. T. & M. Dismissed. Order No. 2050. Issued October 17, 1916.

Transporting passengers from Baton Rouge to North Baton Rouge. Y. & M. V. and N. O., T. & M. Dismissed. Order No. 2051. Issued October 17, 1916.

Readjustment of schedules of Southwestern Traction & Power Co. Order No. 2209. Issued May 14, 1918.

Readjustment of passenger fares on N. O., N. & N. Ry. Order No. 2236. Issued November 20, 1918.

Readjustment of passenger fares on K. G. & Swn. Ry. Order No. 2237. Issued November 20, 1918.

Peanuts.

Rate of 25 cents per 100 pounds established on peanuts from New Orleans to Shreveport by T. & P. Ry. Co. Case dismissed. Order No. 519. Issued May 15, 1906.

Petroleum and Its Products. (See also "Oil.")

Reduction in rates on petroleum and its products from Shreveport, Gas Center and Cedar Grove to New Orleans. Texas & Pacific Railway Company. Order No. 1533. Issued April 14, 1913.

In the matter of reduction of rates on petroleum and its products. L. R. & N. Co. et al. Order No. 1621. Issued September 26, 1913.

In the matter of reduction of rates on petroleum and its products. L. R. & N. Co. et al. Order No. 1624. Issued October 21, 1913.

Oil rates between points in Louisiana passing through pipe lines. Order No. 2172. Issued February 19, 1918.

Rates for transportation of oil through pipe line between points in Louisiana. Order No. 2199. Issued April 16, 1918.

Readjustment of rates on petroleum and products on L. & N. W. R. R. Order No. 2240. Issued November 20, 1918.

Piling and Ties.

Readjustment of rates on cross ties and staves. North La. & G. R. R. Order No. 1179. Issued July 28, 1910.

Rates on cross ties and piling. St. Tammany to New Orleans and Rio to Slidell. Reduced. N. & G. N. R. R. Co. Order No. 1201. Issued October 28, 1910. (Cancelled by Order No. 1201-A.)

Rates on piling, C. I., minimum weight 40,000 pounds, from Tallsheek and St. Tammany to New Orleans. Rates established. N. O. & G. N. R. R. Order No. 1201-A. (Cancelling Order No. 1201.) Issued November 15, 1910. (Cancelled by Order No. 1201-B.)

Rates on piling and ties. N. & G. N. R. R. Co. Orders Nos. 1201 and 1201-A cancelled. Order No. 1201-B. Issued November 25, 1910.

Rates on cross ties from points on Kingston R. R. to Kingston, La. Rates established. Order No. 1306. (Cancelled by Order No. 1320.) Issued September 22, 1911.

Pine Knots.

Rate on pine knots, carloads, from Baton Rouge, Hammond & Eastern Railroad points to Covington, and reparation on past shipments. Rates established. Order No. 2010. Issued June 30, 1916.

Rates on pine knots, carloads, from Baton Rouge, Hammond & Eastern division points to Covington, and reparation on past shipments. Y. & M. V. R. R. Minimum established. Order No. 2023. Issued July 18, 1916. (Amending Order No. 2010.)

Change of basis of rates on pine knots and stumps from per cord basis to per 100 pounds basis. N. O. & N. E. R. R. Granted. Order No. 2084. Issued March 21, 1917.

Pipe and Pipe Fittings.

Rates on pipe, pipe fittings, etc., from Shreveport to Gahagan and Grand Bayou. Rates established. T. & P. Ry. Co. Order No. 1839. Issued December 15, 1914.

Platforms. (See also "Depots" and "Flag Stations.")

The V., S. & P. Ry. Co. ordered to build platform at Waverly within sixty days from date of order. Order No. 34. Issued November 24, 1899.

The N. O. & N. W. R. R. Co. ordered to enlarge cotton platform at Mangham within ninety days from date of order. Order No. 626. Issued January 10, 1907.

The N. O. & N. W. R. R. Co. ordered to enlarge platform at Oak Ridge within ninety days from date of order. Order No. 630. Issued January 10, 1907.

Plow Points, Etc.

Plow points, etc., are placed in fourth class by the Railroad Commission of Louisiana. Order No. 437. Issued March 27, 1905.

Pop. (Soda Water.)**Porters.**

The K. S. & G. Terminal Co. is required to have a porter at Shreveport Union Depot to announce departure of trains. Order No. 600. Issued November 9, 1906.

Potatoes.

Potatoes, rates from joint track stations between Cheneyville and Alexandria, to New Orleans. Texas & Pacific Ry. Co., Chicago, Rock Island & Pacific Ry. Co., Morgan's La. & Tex. R. R. & S. S. Co., Louisiana Ry. & Nav. Co. Rates on potatoes shall not exceed 20 cents per 100 pounds on C. L. Shipments. Order No. 853.

Potatoes, rates on potatoes from joint track stations to New Orleans. The Texas & Pacific Ry. Co. et al., ex parte. Rescinding Order No. 853. Order No. 881.

Minimum rate on potatoes on Texas & Pacific Railway. Established. Order No. 1391. Issued March 14, 1912.

Advance in rates on potatoes and onions from landings on Bayou Lafourche, Houma and landings on Bayou Terrebonne to New Orleans. Order No. 2204. Issued April 18, 1918.

Advance in rates on potatoes and onions from points on Bayou Lafourche to New Orleans. Order No. 2205. Issued April 18, 1918.

Prepaying Freight Charges.

Prepayment of freight charges on shipment of logs. Petition of T. & P. Ry. Co. for authority to collect freight charges in advance on all shipments. Denied. Order No. 969. Issued January 27, 1909.

Private Contracts, Execution of. (See "Jurisdiction.")**Pullman Cars. (See "Passenger Fares and Service.")****Racking Cars.**

The Southern Pacific Company must rack cars or bear the expense of racking all cane cars intended for the transportation of sugar cane. Order No. 104. Issued September 21, 1900. (Amended by Orders Nos. 218, 223 and 305.)

All railroad companies operating in Louisiana must rack cars intended for transportation of sugar cane at their own expense. Order No. 218. Issued August 13, 1902. (Contested by the M. L. & T. R. R. & S. S. Co. in State courts. Suits compromised and withdrawn.)

Petition of M. L. & T. R. R. & S. S. Co. to advance rates on sugar cane and to suspend Order No. 218. Petition to suspend order denied. Petition to advance rates to be heard at next meeting. Order No. 223. Issued August 25, 1902.

Agreement between cane planters and M. L. & T. R. R. & S. S. Co., La. W. Ry. Co. and I. & V. R. R. Co. conditionally endorsed by Commission. Order No. 305. Issued October 2, 1903.

Rails.

Petition of Kenefick, Hammond & Quigley Construction Company for reduced rates on rails, etc., dismissed. Order No. 529. Issued May 16, 1906.

Rates on railway fastenings and supplies and iron rails from New Orleans to various points. Denied. C., R. I. & P. Ry. Co., Ark. S. E. R. R., Ark., L. & G. R. R., T. & G. R. R. Order No. 1759. Issued July 29, 1914.

Rate on rails from New Orleans to Monroe and Shreveport. T. & P. Ry. Co., St. L., I. M. & S. Ry. Co. Dismissed. Order No. 1788. Issued September 23, 1914.

Ramps.

Rules adopted relative to the care and condition of public road crossings over railroads. Order No. 249. Issued January 6, 1903.

A general order having been promulgated requiring railroads to build and maintain ramps at public highways which they cross, a special order to any particular company to do so is unnecessary. Order No. 266. Issued March 9, 1903.

Refrigerator Cars.

On application of Traffic Committee of Southwestern Ice Manufacturers' Association, held that carriers shall furnish safe and suitable equipments for all products to be transported. Order No. 1020. Issued May 27, 1909.

Ice shipments. Held that carriers shall furnish suitable equipment for all commodities offered for transportation. Application of S. W. Ice Mfrs. Assn. Order No. 1020. Issued May 27, 1909.

On application of Traffic Committee of the Southwestern Ice Manufacturers' Association, held that carriers shall furnish safe equipment for all products to be transported. Order No. 1020. Issued May 27, 1909.

Refunds.

Railroads required to eliminate tariffs time limit for paying concentration charges on cotton. Order No. 1045. Issued July 29, 1909.

Refund on lumber on account of transit arrangements. V., S. & P. Ry. Order No. 2155. Issued December 18, 1917.

Removing Tracks.

See "Abandoning Tracks," "Switches and Spurs," established and removed.

Reparation.

Refund of 5 cents per 100 pounds on sugar and molasses. T. & P. Ry. Co. Granted. Order No. 1754. Issued July 1, 1914.

Rates on agricultural implements, C. L., from Newellton to Shreveport. (Claim for reparation.) Order No. 1854. Issued January 26, 1915.

Reparation. Car rental. Order No. 1873. Issued February 23, 1915. Tex. & Pac. Ry.

Limestone. Excessive rates on, overcharges. Reparation. N. O. G. N. R. R. Order No. 1892. Issued March 25, 1915.

Claim for reparation. La. Sou. R. R. Denied. Order No. 1936. Issued October 20, 1915.

Reweighing Cars.

Reweighing cars of lumber when weights are disputed. (Amends Order No. 755.) Order No. 1007. Issued April 15, 1909.

Reweighing cars of lumber when weights are disputed. (Cancels Order No. 1007.) (Amends Order No. 755.) Order No. 1037. Issued July 29, 1909.

Rice.

Mileage tariff of rates for the transportation of rice between all points in Louisiana adopted for all rail lines. Order No. 7. Issued June 21, 1899. (Contested by the M. L. & T. R. R. & S. S. Co. and La. W. R. R. Co.) (Suit compromised.)

Rates from stations on the St. L., W. & G. Ry. established so as not to exceed sums of locals less than 10 per cent. Order No. 407. Issued November 15, 1904.

Mileage rates established on rough and clean rice on the M. L. & T. R. R. & S. S. Co. and La. W. R. R. Co. and their branch lines to apply between points in Louisiana. Order No. 456. Issued July 11, 1905. (Order contested in the civil courts of the State. Compromise effected and new tariff of rates established. Effective August 1, 1905.)

St. L., W. & G. Ry. Co. Joint through rates on rice. Said company is ordered that in figuring joint through rates between points in Louisiana all rail lines shall use the lowest published rates on any commodity, less 10 per cent, using the short line mileage in all cases where a point may be reached by two or more routes. Order No. 527. Issued May 15, 1906.

Citizens of Lake Providence vs. M., H. & L. R. R. Co. and T. & P. Ry. Co. The M., H. & L. R. R. Co. ordered to establish rates of 15 cents per 100 on rice, carloads, in connection with the T. & P. Co., between Shelburn and Lake Providence and New Orleans. Order No. 641. Issued January 10, 1907.

Loading and unloading charge on rice shipments, carloads, abolished, except for steamboats. New Orleans Board of Trade vs. Texas & Pacific Ry. Co., Y. & M. V. R. R. Co. et al., No. 1044. The rate of 3 cents per sack abolished. Order No. 924.

Rates on clean rice from Abbeville to points in Louisiana. Railroad Commission of Louisiana vs. M. L. & T. R. R. & S. S. Co. No. 1043. Case dismissed. Order No. 947.

Rates on clean rice. Crowley Board of Trade vs. Railroads and

Steamboats Operating in Louisiana, No. 1057. Case dismissed. Order No. 949.

Establishing mileage rates on clean rice. Complaint of Louisiana Rice Millers' Association. Cancelled by Order No. 1072. Order No. 1070. Issued November 2, 1909.

Rice, rough, rates on. Cancels Order No. 7 and establishes mileage rates. Affirmed by Order No. 1073. Order No. 1071. Issued November 2, 1909.

Rice, cleaned, mileage rates on. Cancels Order No. 1070. Order No. 1072. Issued November 24, 1909.

Rice, rough, mileage rates on. Affirms Order No. 1071. Order No. 1073. Issued November 24, 1909.

Rates on rough and clean rice. M. L. & T. R. R. & S. S. Co. et al. Rates established. Order No. 1278. Issued July 7, 1911. Commissioner Schreiber dissents.

Rates on rice straw, in carloads, from points on line to New Orleans. Rate established. M. L. & T. R. R. & S. S. Co., L. W. R. R. Co. Order No. 1760. (Amending Order No. 1597.) Issued July 29, 1914.

Cancellation of transit privileges on rice and rice products. M. L. & T. R. R. & S. S. Co. Granted. Order No. 1791. Issued September 23, 1914.

Rates on second-hand rough rice bags from Lake Charles to New Orleans; also reparation for overcharges collected on business moving during year. M. L. & T. R. R., La. Western, T. & P. Ry., St. L., I. M. & S. Ry., N. O., T. & M. R. R. Order No. 1905. Issued May 25, 1915.

Rates on rough and cleaned rice between points in Louisiana. Established. Order No. 2067. Louisiana Western Railroad. Issued January 25, 1917.

Rates on rice between points in Louisiana, and transit arrangements. Louisiana Western Railroad. Reaffirming Order No. 2067. Order No. 2116. Issued August 3, 1917.

Rates on rough and cleaned rice between points in Louisiana. Louisiana Western Railroad. Suspending Order No. 2067. Order No. 2075. Issued February 9, 1917.

Rates on rough and cleaned rice between points in Louisiana. Louisiana Western Railroad. Affirming Order No. 2116. Order No. 2163. Issued December 19, 1917.

Rice rates on Yazoo & Mississippi Valley and Illinois Central Railroads. Order No. 2164. Amending and modifying Orders Nos. 2067, 2116 and 2163. Issued January 8, 1918.

Rough rice rates on Y. & M. V. R. R. and I. C. R. R. Order No. 2233. Issued September 24, 1918.

Rope.

Rates. Reduction on sisal, rope, hemp and cotton rope, from New Orleans to Monroe. Order No. 1362. Issued February 1, 1912.

Rates on rope, carloads, from New Orleans to Shreveport. Established. Order No. 1394. Issued April 10, 1912.

Application for rate on rope, carloads, New Orleans to Alexandria, Monroe to Shreveport. M. L. & T. R. R. & S. S. Co. et al. Order No. 1602. Issued July 23, 1913.

Lath yarn and rope, New Orleans to Alexandria. Application denied. Order No. 1676. Issued January 29, 1914.

Rates on lath yarn and rope. T. & P. Ry. Co. Rates established. Order No. 1725. (Amending Order No. 1676.) Issued May 14, 1914.

Rate on lath yarn and rope, New Orleans to Alexandria. T. & P. Ry. Co. Order No. 1732. Issued May 26, 1914.

Rules and Regulations.

Rules and regulations governing railroad, steamboat, express, telephone, telegraph and sleeping car companies adopted by the Railroad Commission of Louisiana. Special Order. Adopted March 9, 1899.

Rules adopted requiring answers to complaints and petitions to be filed in writing. Fixing time for payment of fines. Requiring all carriers to file annual reports each year for the fiscal year ending June 30. Order No. 8. Issued June 23, 1899.

Rules and regulations amended so as to provide for the holding of special sessions. Order No. 22. Issued October 14, 1899.

Rules governing telephone companies so as to prevent any increase in rates without the consent of the Commission, also prohibiting the removal of instruments without the Commission's consent, except for non-payment of bills; also prohibiting telephone companies from hindering subscribers in the employment of telephone service, except for non-payment of bills. Order No. 50. Issued March 20, 1900.

Rules established preventing railroad companies from removing switches and spurs without consent of the Commission. Order No. 71. Issued May 25, 1900.

Rules adopted fixing a time within which application for rehearing must be filed. Order No. 112. Issued September 21, 1909.

Rules adopted fixing the time when orders and decisions of the Commission shall become effective. Order No. 122. Issued November 16, 1900.

Rules adopted fixing the minimum charge for a single package over a single line of railroad at 25 cents. Order No. 126. Issued December 12, 1900.

Rule adopted that no regular passenger or freight train in operation in Louisiana shall be discontinued, or schedule changed, without the consent of the Commission. Order No. 135. Issued January 16, 1901. (Amended and re-enacted by Order No. 147.)

The Southern Pacific Company may hold its trains in New Orleans one hour for connections. (Exception to rule requiring all trains to leave point of origin on schedule time.) Order No. 140. Issued February 28, 1901.

Rule established by Order No. 135 rescinded. All railroad companies required to furnish copies of their working schedules to the Commission as soon as published. Order No. 147. Issued March 27, 1901.

Rules adopted prohibiting changes in rates without the consent and authority of the Commission. Order No. 220. Issued August 13, 1902.

Rule adopted fixing the point from which long distance toll rates shall commence. Order No. 247. Issued November 20, 1902.

Rule adopted requiring all carriers to insert in bills of lading and expense bills date, weight, class, etc. Order No. 254. Issued February 18, 1903.

Rules adopted requiring all railroad companies to have printed and keep posted in each waiting room, and in their freight offices, notices stating that all traffic and the rules and regulations of the Railroad Commission are on file with the agent and subject to inspection, on demand, by the public. Also that bulletins must be posted thirty minutes before train time. Order No. 343. Issued April 5, 1904. (Amended by Order No. 400.) (Cancelled by Order No. 573.)

Petition of the Cumberland Tel. & Tel. Co. for amendment to Rule No. 69 denied. Order No. 353. Issued April 5, 1904.

Rule adopted requiring express companies to pay claims for loss or damage within thirty days after they have been filed. Order No. 354. Issued May 12, 1904. (Amended by Order No. 360.)

Rule adopted requiring express companies to pay claims for loss or damage to express packages within ninety days from the date claim is filed. Order No. 360. Issued June 17, 1904.

Rule relative to posting bulletin boards amended so as to require the posting of bulletin boards only when trains are late. Order No. 400. Issued October 17, 1904. (Cancelled by Order No. 573, post.)

Petition of Cumberland Tel. & Tel. Co. for amendment to Rule 77, so as to limit calls of double exchange service to 100 calls per month. Order No. 405. Issued November 15, 1904.

All authorities for rates issued by the Commission may be made effective at once, or as soon after date of issuance as possible, but in no case later than ten days after date of issuance. Order No. 548. Issued August 6, 1906.

Petition of M. L. & T. R. R. & S. S. Co. et al. for modification of Rule No. 63, relative to removing switches and spurs, denied. Order No. 430. Issued February 17, 1905.

Rules adopted governing interlocking devices. Order No. 450. Issued June 21, 1905.

Petition of the Cumberland Tel. & Tel. Co. for modification of Rule No. 71 denied. Order No. 481. Issued November 10, 1905.

Notice to be given of changes in schedules. Case dismissed, as Commission is convinced that such a rule would affect only local trains and would not be useful. Order No. 572. Issued October 10, 1906.

Railroad companies required to have printed and keep posted in a

conspicuous place in each waiting room, and in freight offices, notice to the effect that rules and regulations, and tariffs, are on file, and requesting public to notify the Commission of violations of its rules. Order No. 573. Issued October 10, 1906. (Cancels Orders Nos. 343 and 400, *supra*.)

Railroad companies required to furnish trucks and tarpaulins at depots for protection and handling of baggage. Order No. 574. Issued October 10, 1906. (Amended by Order No. 591.)

Charge for transferring shipments of lumber in transit. The maximum charge to be made on shipments of dressed lumber is fixed at \$2.50 per car. Order No. 576. Issued October 10, 1906.

Rule adopted requiring all railroads to furnish the Commission information, on or before February 1, 1907, relative to list of all stations in the State, designating them as regular or flag stations, etc. Order No. 640. Issued January 10, 1907.

Rule adopted requiring all telephone companies operating in the State of Louisiana to print and post telephone toll rates. Order No. 748. Issued July 24, 1907.

To all railroad companies operating in the State of Louisiana. Rule No. 20, relative to reporting accidents, amended. Order No. 777. Issued September 13, 1907. (Amended by Order No. 808.)

To all railroad, steamboat, or other water craft, express, telegraph, telephone and sleeping car companies operating in the State, it is ordered that Rule No. 87, relative to Official Journal, be cancelled. Order No. 778. Issued September 13, 1907.

All railroads operating in Louisiana required to make monthly reports of accidents to the Commission. No. 777. Order No. 809. Issued October 13, 1907.

Rule directed to all railroads in Louisiana requiring that if any depot, pagoda, platform, shed or other permanent structure used in connection with the public service rendered by a railroad is destroyed in whole or in part by fire or other accidental cause, the fact shall be reported to the Commission within five days. Said depot, etc., to be rebuilt within ninety days from the date of accident. Order No. 824. Issued November 26, 1907.

Return shipments, rule governing. Railroad Commission of Louisiana vs. Railroads. Rule established. Order No. 882.

Baggage and commercial samples. To all railroads operating in Louisiana. Forty-eight hours' free storage on baggage or commercial samples shall be allowed. Order No. 914.

Relative to supplements to freight tariffs. To all railroad companies and others operating in the State of Louisiana. Ordered, That no railway company, etc., be allowed to have in effect at one time more than two amendments or supplements to any freight tariff of rates, etc. Order No. 858.

Returned shipments. Railroad Commission of Louisiana vs. Railroads. Rule established. Order No. 882.

Procedure before the Commission, method of. General rule. Order No. 1058. Issued September 30, 1909.

Where class rates are lower than commodity rates, class rates shall govern. Order No. 974. Issued February 27, 1909.

Amendment to Rule No. 60, relative to minimum weights on shipments requiring special cars or more than one car. General order. Order No. 1019. Issued May 27, 1909.

Decisions and orders effective after ten judicial days have elapsed from the day they are rendered, etc. This rule shall not apply to orders imposing fines or penalties for violation of rules or orders of the Commission. All orders imposing such fines and penalties shall become immediately operative and enforceable. Order No. 498. Issued February 19, 1906. (Cancels conflicting rules.)

Demurrage rules. Rule 1. Cars subject to rules. No. 2. Free time allowed. No. 3. Computing time. No. 4. Notification. No. 5. Placing cars for unloading. No. 6. Cars for loading. No. 7. Demurrage charges. No. 8. Claims—causes. No. 9. Average Agreement—agreement. Order No. 1131. Issued March 23, 1910.

Minimum weights. Minimum weight on corn in the ear; allowance for cobs. All railroads. Rule established. Order No. 1181. Issued September 30, 1910.

Rules. Rule relative to issuing authority. Order No. 1224. Issued December 21, 1910.

Rules. Rule No. 72-B adopted. Order No. 1230. Issued February 10, 1911.

Rules. Rule No. 72-A cancelled. Order No. 1231. Issued February 10, 1911.

Rule. Free time. All railroads. Order No. 1244. (Amending Order No. 1131, car service rules.) Issued February 23, 1911.

Rule. Rule relative to providing box steps. All railroads. Order No. 1246. (Amended by Order No. 1274.) Issued February 23, 1911.

Rules. Change in rates, rules and regulations of classifications to be indicated in tariffs and supplements. All railroads. Rule established. Order No. 1264. Issued May 24, 1911.

Rules. Construction of tariffs and classifications. All railroads. Rule established. Order No. 1265. Issued May 24, 1911.

Rules. Modification of rules relative to step boxes. M. L. & T. R. R. & S. S. Co. Rule modified. Order No. 1274. (Amends Order No. 1246.) Issued July 7, 1911.

Rules. Rule relative to minimum to be applied to cars of certain lengths for shipment of hay. All railroads. Rule established. Order No. 1282. Issued July 27, 1911.

Rules. Rule relative to charging actual fare established. All railroads. Order No. 1288. Issued July 27, 1911.

Rules. Application for exception to Rule 17, relative to stopping trains at court house town. M. L. & T. R. R. & S. S. Co. Application granted. Order No. 1332. Issued November 23, 1911.

Rules. All railroads. Ordered that Rule 72 shall be strictly observed. Order No. 1342. Issued December 21, 1911.

Rules. Applications for amendment to Rule No. 7, in Order No. 1131. All railroads. Case dismissed. Order No. 1349. Issued December 21, 1911.

Rule governing distance tariff class rates. Order No. 1355. Issued February 1, 1912.

Rule relative to mixing carload shipments of grain and grain products. Order No. 1370. Issued February 29, 1912.

Rule relative to furnishing sufficient accommodations on trains. Order No. 1373. Issued February 29, 1912.

Rule concerning holding of branch line trains for connections. Order No. 1395. (Cancelling Order No. 1373.) Issued April 10, 1912.

Rule forbidding discontinuance of passenger trains without the consent of the Commission. Order No. 1374. Issued February 29, 1912.

Rule established requiring railroads to file blue prints of standard depots adopted by them. Order No. 1415. Issued May 30, 1912.

Rule relating to time limit when tracers shall be answered. Order No. 1425. Issued June 26, 1912.

Rule requiring all orders, etc., to be reported to Commission. Order No. 1430. Issued July 25, 1912.

Rule relative to reweighing cars and charges for same. Order No. 1431. Issued July 25, 1912.

Rule affecting joint through rates. Order No. 1432. Issued July 25, 1912.

Rule requiring carriers' representatives to report causes of delays. Order No. 1433. Issued July 25, 1912.

Rule requiring lights in coaches and cars. Order No. 1449. Issued September 26, 1912.

Rule relative to loading cars to their physical capacity. Order No. 1456. Issued September 26, 1912.

Rule relative to passenger trains backing to first agency station. Order No. 1457. Issued September 27, 1912. (This rule suspended by Official Circular No. 392.)

Rule relative to posting bulletin boards concerning delayed trains. Order No. 1478. Issued November 13, 1912.

Rule relative to returning bills of lading properly signed to shippers. Order No. 1500. Issued January 16, 1913.

Adopting rules and regulations revised in Fourteenth Annual Report. Order No. 1508. Issued January 16, 1913.

Rule relative to protecting trains. (Flagging rule.) Order No. 1517. Issued February 20, 1913.

Rule relative to the transportation of live stock. Order No. 1522. Issued February 20, 1913.

Rule relative to cleaning and disinfecting coaches. Order No. 1540. Issued April 15, 1913.

Rule relative to protection of trains. (Flagging rule.) Order No. 1551 (Amending Order No. 1517.) Issued April 17, 1913.

Rule relative to the transportation of live stock. Order No. 1522. Issued February 20, 1913.

Rule relative to cleaning and disinfecting coaches. Order No. 1540. Issued April 15, 1913.

Rule relative to protection of trains. (Flagging rule.) Order No. 1551. (Amending Order No. 1517.) Issued April 17, 1913.

Rule relative to loading freight cars to their physical capacity. Order No. 1564. (Amending Order No. 1456.) Issued May 27, 1913.

Amendment to Rule 55-G, relative to competing lines. Order No. 1578. Issued May 28, 1913.

Rule relative to changing schedule of passenger trains. Order No. 1579. Issued May 28, 1913.

Rule relative to posting bulletin boards. Order No. 1580. Issued May 28, 1913.

Rule relative to return shipments. Order No. 1598. Issued July 23, 1913.

Rule relative to preservative allowance on carload shipments of ice. Order No. 1600. Issued July 23, 1913.

Rule relative to handling of empty milk cans. Order No. 1603. Issued July 23, 1913.

Rule relative to handling of empty milk cans. Order No. 1604. Issued July 23, 1913.

Rule relative to loading cars to their physical capacity. Order No. 1605, amended by Order No. 1622. Issued July 23, 1913.

Rule relative to prompt handling of passenger trains. Order No. 1615. Issued September 26, 1913.

Rule relative to loading cars to their physical capacity. Order No. 1622. (Amending Order No. 1605.) Issued September 26, 1913.

Rule relative to protecting trains. (Flagging rule.) Order No. 1623. (Amending Orders Nos. 1551 and 1517.) Issued October 21, 1913.

Rule relative to packing of cow peas. Order No. 1639. Issued October 23, 1913.

Application for authority to apply on Louisiana interstate traffic the National Demurrage Rules and Regulations of the American Railway Association. M. L. & T. R. R. & S. S. Co. et al. Order No. 1664. Issued December 12, 1913.

Rule relative to protecting trains. Orders Nos. 1517 and 1551 amended. Order No. 1682. Issued February 17, 1914.

Proposed rule relative to opening freight depots and delivery of freight. Denied. Order No. 1689. Issued February 17, 1914.

Application to amend Rule 55-E. Dismissed. Order No. 1681. Issued February 19, 1914.

Rule relative to keeping switch lights burning between sunset and sunrise. Order No. 1697. Issued March 24, 1914.

Amendment to Rule No. 100, Rules and Regulations, relative to crossings on narrow gauge railroads. Order No. 1708. Issued March 26, 1914.

Rule relative to issuing bills of lading. All railroads. Order No. 1730. Issued May 14, 1914.

Violation of rules by refusing to transport passengers: L. W. R. R. Co. fined \$250.00. Order No. 1735. Issued May 26, 1914.

Violation of rules and regulations by closing telegraph office at Hayes, La., without authority. L. W. Ry. Co. and Western Union Telegraph Co. Fined \$100.00 each. Order No. 1736. Issued May 26, 1914.

Violation of rules by closing telegraph office at Eola without authority. M. L. & T. R. R. & S. S. Co. and Western Union Tel. Co. Fined \$100.00 each. Order No. 1737. Issued May 26, 1914.

Rule relative to removing spur tracks. All railroads. Order No. 1745. Issued June 30, 1914.

Rule relative to separate waiting rooms for races. All railroads. Order No. 1746. (Amending Rule No. 44.) Issued June 30, 1914.

Rule with reference to closing of passenger and freight depots. All railroads. Order No. 1784. Issued September 23, 1914.

Rule with reference to through tickets where through trains are operated. All railroads. Order No. 1785. Issued September 23, 1914.

Rule relative to through tickets. All railroads. Order No. 1817. (Cancels Order No. 1785.) Issued November 24, 1914.

Rule relative to closing freight and passenger depots. All railroads. Order No. 1831. (Amending Order No. 1784.) Issued November 24, 1914.

Rule relative to passenger traffic. All railroads. Order No. 1833. Issued November 24, 1914.

Restoration of compression rules and regulations in effect prior to August 15, 1914, relative to cotton originating on Natchitoches Branch. Order No. 1849. Issued December 17, 1914.

Switching cars. Rule relative to. Order No. 1890. Issued March 23, 1915.

Rule relative to reporting accidents. Order No. 1916. Issued June 23, 1915.

Rule relative to intra-city, or intra-terminal, switching. Order No. 1921. Issued July 21, 1915.

Rule relative to filing accident reports. Order No. 1923. Issued July 21, 1915. Suspending Order No. 1916.

Rule relative to reporting accidents. Order No. 1952. Issued November 17, 1915.

Rule relative to separate compartments on trains for white and colored passengers. Order No. 1920. Issued July 20, 1915.

Adoption of, as revised to January 1, 1916. Order No. 1967. Issued January 27, 1916.

Readjustment of demurrage charges. All railroads. Order No. 2098. Issued June 5, 1917.

Sacks.

Petition of Steamboats' Traffic Association for adoption of standard sizes of sacks for packing sugar, rice and cotton seed denied. Order No. 442. Issued April 19, 1905.

Salt.

Rates on salt from Shreveport to Keachie. H. & S. R. R. Co. Order No. 1569. Issued May 27, 1913.

Rate on salt, C. L., from Avery Salt Mines and Weeks Island to Baton Rouge. M. L. & T. R. R. Order No. 1938. Issued October 20, 1915.

Sand. (See Gravel.)**Scrap Iron.**

Scrap iron. Readjusting of rates on. All railroads. Order No. 1757. Issued July 1, 1914.

Rates. Readjustment of rates on scrap iron. L. R. & N. Co. et al. Rates established. Order No. 1758. (Amending Order No. 1757.) Issued July 29, 1914.

Seed.

Rates on cotton seed from Boscoe to Monroe. St. L., I. M. & S. Ry. Co. Order No. 1538. Issued April 14, 1913.

Separate Accommodations for White and Colored Passengers**on Freight Trains.**

Railroad Commisison of Louisiana vs. M., H. & L. Ry. Co. Dismissed; no cause of action. Order No. 674. Issued March 19, 1907.

Sheds at Depots.

The K. C. S. and G. T. Co. ordered to build sheds over the tracks at Union Depot at Shreveport. Order No. 495. Issued January 9, 1906. (Time extended.)

Single Line Rates on Joint Tracks. (See also**Joint Track Users.)****Shipping Facilities.**

S. H. Clinton & Co. vs. Chicago, Rock Island & Pacific Ry. Co. Shipping facilities ordered at Elmore. Order No. 799. Issued October 31, 1907.

St. L., I. M. & S. Ry. Co. Shipping facilities provided at Windsor. Case dismissed. Order No. 807. Issued October 31, 1907.

Facilities. Establishment of facilities for joint through shipments at Anchorage, La. N. O., T. & M. R. R. Co. and Tex. & Pa. Ry. Co. Order No. 1413. Issued May 30, 1912.

Facilities. Improved shipping facilities at Farmerville. St. L., I. M. & S. Ry. Co. Dismissed. Order No. 1492. Issued November 13, 1912.

Milk shed at Delcambre ordered built. Y. & M. V. R. R. Co. Order No. 1748. Issued June 30, 1914.

Milk shed at Baker. Ordered built. Y. & M. V. R. R. Co. Order No. 1766. Issued July 29, 1914.

McManus. Milk shed ordered built. Y. & M. V. R. R. Co. Order No. 1767. Issued July 29, 1914.

Milk shed at Zachary ordered built. Y & M. V. R. R. Co. Order No. 1768. Issued July 29, 1914.

Milk shed at Ethel ordered built. Y. & M. V. R. R. Co. Order No. 1769. Issued July 29, 1914.

Cotton platform at Jonesboro denied. C., R. I. & P. Ry. Co. Order No. 1801. Issued October 22, 1914.

Shipping facilities at Natchez, La. T. & P. Ry. Co. Dismissed. Order No. 1808. Issued November 24, 1914.

Facilities at Krotz Springs. N. O., T. & M. Dismissed. Order No. 1841. Issued December 16, 1914.

Interchange facilities at Eunice. M. L. & T., T. & P., N. O., T. & M. R. R. Order No. 1869. Issued January 29, 1915.

Freight and passenger facilities at Crew Lake. Order No. 2176. Issued February 19, 1918.

Stock pens at Pelican. Order No. 2222. Issued July 23, 1918.

Sleeping Cars.

Rates for berths in sleeping cars reduced by the Commission. Special order. Issued May 20, 1899. (Rescinded.)

Rates for seats in sleeping cars fixed by the Commission. Order No. 251. Issued January 7, 1903. (Revoked by Order No. 273.)

Order No. 251, fixing rates for seats in sleeping cars, revoked. Order No. 273. Issued April 21, 1903.

No change allowed in rates for seats or berths in sleepings cars, chair cars, or parlor cars. Rule. Order No. 1098. Issued February 24, 1910.

Soda Water.

Soda water, pop, coca cola, etc. Rates for transportation by railroads in Louisiana. General order. Order No. 1029. Issued July 1, 1909.

Soda water, pop, mineral and other carbonated waters. Readjustment of rates denied. All railroads. Order No. 1750. Issued June 30, 1914.

Spur Tracks, Built and Removed. (See also

"Side Tracks and Switches.")

Annanias. The K. C. S. Ry. Co. granted permission to remove spur track. Order No. 153. Issued April 30, 1901.

Arcadia. The M. L. & T. R. R. & S. S. Co. ordered to put Arcadia Plantation spur in good condition within fifteen days. Order No. 723. Issued June 25, 1907.

Ayer's Spur. K. C. S. Ry. Co. granted permisison to remove spur track at Ayer's. Order No. 347. Issued April 5, 1904.

Beall Spur. (M. P. 168.16.) The La. & Ark Ry. Co. granted permission to remove same. Order No. 764. Issued September 13, 1907.

Bodcow Spur. La. & Ark. Ry. Co. granted permission to remove portion of Bodcow Spur. Order No. 734. Issued June 27, 1907.

Brister Spur. Petition to remove portion of Brister Spur granted. Order No. 731. Issued June 27, 1907.

Condition of spur track at Brittany. L. R. & N. Co. Dismissed. Order No. 2157. Issued December 19, 1917.

Carroll & Moore. K. C. S. Ry. Co. granted permission to remove spur track constructed for Carroll & Moore. Order No. 669. Issued March 19, 1907.

Castor. La. & Ark. Ry. Co. granted permission to remove spur track at Castor. Order No. 717. Issued June 1, 1907.

Caspari. La. & N. W. R. R. Co. granted permission to remove spur to a new place. Order No. 720. Issued June 1, 1907.

Removal of spur track at Cecelia Sugar Refinery. N. I. & N. R. R. Granted. Order No. 1968. Issued February 15, 1916.

Connell's Spur. (M. P. 65.10.) La. & Ark. Ry. Co. given permission to remove said spur. Order No. 765. Issued September 13, 1907.

Coushatta. Permission given to the Shreveport & R. R. V. Ry. Co. to establish spur temporarily. Order No. 194. Issued May 22, 1902.

Crews. The La. Ry. & Nav. Co. allowed to move spur track at Crews. Order No. 607. Issued November 9, 1906.

Dewey. St. L., W. & G. Ry. Co. given permission to remove spur track at Dewey. Order No. 730. Issued June 27, 1907.

Eldorado. The V., S. & P. Ry. Co. granted permission to remove spur track at Eldorado. Order No. 828. Issued December 17, 1907.

Forksville. The V., S. & P. Ry. Co. granted permission to discontinue spur track at Forksville. Order No. 195. Issued May 22, 1902.

The Commission has no authority to require the building of spur tracks for private industries. Order No. 385. Issued September 2, 1904.

Galloway. K. C. S. Ry. Co. allowed to remove spur. Order No. 217. Issued August 13, 1902.

Guy's Spur. K. C. S. Ry. Co. allowed to remove spur. Order No. 217. Issued August 13, 1902.

Guy's Spur. K. C. S. Ry. Co. fined one thousand dollars for removing Guy's Spur without consent of the Commission. Order No. 87. Issued August 2, 1900. (Contested in the State courts and Supreme Court and decided that order was legal, but fine was unwarranted.)

Guy's Spur. Rehearing refused and Order No. 87 affirmed. Order No. 102. Issued September 21, 1900.

Hollingsworth. K. C. S. Ry. Co. refused permission to remove Hollingsworth Spur. Order No. 86. Issued August 2, 1900.

Holloway and Postell. Petition to require T. & P. Ry. Co. to build spur track dismissed; no jurisdiction. Order No. 365. Issued July 7, 1904.

Howcott. St. L., I. M. & S. Ry. Co. granted permission to remove spur at Howcott. Order No. 225. Issued October 9, 1902.

Kilkenny Cut. K. C. S. Ry. Co. granted permission to remove spur at Kilkenny Cut. Order No. 151. Issued April 30, 1901.

Laurel Hill. Citizens of Laurel Hill vs. Y. & M. V. R. R. Co. Repairs made at said spur. Case dismissed. Order No. 821. Issued November 26, 1907.

McNeill. Patrons of McNeill Station vs. T. & P. Ry. Co. Changing location of switch from Ravenswood to McNeill. Petition granted. Order No. 768. Issued September 13, 1907.

Matilda Plantation. M. L. & T. R. R. & S. S. Co. given permission to remove spur track at Matilda Plantation. Order No. 832. Issued December 17, 1907. (Rescinded by Order No. 835.)

Matilda Plantation. Removing spur track on said plantation. (Rescinding Order No. 832.) Order No. 835. Issued December 26, 1907.

Mile Post 517. K. C. S. Ry. Co. granted permission to remove spur at Mile Post 517. Order No. 160. Issued May 23, 1901.

Mile Post 88. V., S. & P. Ry. Co. granted permission to remove spur track near Mile Post 88. Order No. 719. Issued June 1, 1907.

Mile Post 528. K. C. S. Ry. Co. granted permission to remove spur. Order No. 291. Issued August 8, 1903.

Mile Post 720. K. C. S. Ry. Co., granted permission to remove spur. Order No. 159. Issued May 2, 1901.

Myrtis and Galloway. The K. C. S. Ry. Co. granted permission to remove spurs located at Myrtis and Galloway. Order No. 217. Issued August 13, 1902.

Mile Post 494.59. St. L., I. M. & S. Ry. Co. granted permission to remove spur at Mile Post 494.59. Order No. 592. Issued November 9, 1906.

The Tloga & S. E. R. R. Co. granted permission to remove spur connecting with its line and running into the woods. Order No. 680. Issued March 19, 1907.

The T. & P. Ry. Co. granted permission to remove spur on land of Messrs. A. D. and E. C. de Generes. Order No. 694. Issued April 25, 1907.

Napoleonville Branch, T. & P. Ry. Co. T. & P. Ry. Co. required to build 350 feet of spur track on Justillian Landry property on Napoleonville Branch. (Not contested.) Order No. 376. Issued August 10, 1904.

Nolans. K. C. S. Ry. Co. granted permission to remove spur at Nolans. Order No. 300. Issued September 30, 1903.

Oakdale. St. L., W. & G. Ry. Co. granted permission to remove spur, Mile Post 61, to Mile Post 63, near Oakdale. Order No. 633. Issued January 10, 1907.

Palmetto. Case of Burden vs. T. & P. Ry. Co., petitioning for addi-

tional track facilities at Palmetto dismissed. Order No. 245. Issued January 10, 1907.

Pearl River. N. O. G. N. R. R. Co. granted permission to remove spur between Pearl River and Gum Creek. Order No. 682. Issued March 19, 1907.

Plymouth. K. C. S. Ry. Co. allowed to remove spur at Plymouth. Order No. 568. Issued October 10, 1906.

Industrial spur to Powell Plantation. Granted. Order No. 1972. Issued February 16, 1916. (Amending Order No. 1946.) Tex. & Pac. Ry.

Private warehouse. The Jonesville Warehouse Association vs. the C., R. I. & P. Ry. Co. Dismissed. Order No. 651. Issued February 5, 1907.

Simon's Spur. K. C. S. Ry. Co. granted permission to remove spur at Simon's. Order No. 348. Issued April 5, 1904.

Starks. K. C. S. Ry. Co. granted permission to remove spur at Starks. Order No. 226. Issued October 9, 1902.

Removal of spur track at Souvenir Plantation, Mile Post 66.45. T. & P. Ry. Co. Order No. 2030. Issued September 14, 1916.

Thigpen's Mill. T. & P. Ry. Co. ordered to build spur track at Thigpen's Mill within thirty days from date of order. Order No. 17. Issued October 14, 1899.

Thompson's Spur. St. L., W. & G. Ry. Co. granted permission to remove spur track at Thompson's. Order No. 648. Issued February 5, 1907.

Application for authority to remove spur track formerly serving the Louisiana State Rice Milling Co. at Vidalia. St. L., I. M. & S. Ry. Granted. Order No. 2108. Issued July 18, 1917.

Woodlawn. Petition of the St. L., W. & G. Ry. Co. granted to remove spur track from Hobson to Woodlawn. Order No. 397. Issued October 8, 1904.

Wright Spur. La. & Ark. Ry. Co. granted permission to remove Wright Spur. Order No. 712. Issued June 1, 1907.

Alligator Bayou. Iron Mountain Railway permitted to remove spur track at Alligator Bayou. Order No. 1032. Issued July 1, 1909.

Cason's Mill. T. & P. Ry. Co. not required to build spur track to on petition of F. L. Cason and Gordon Morgan. Case dismissed. Order No. 998. Issued April 15, 1909.

Lombard Spur. M. L. & T. R. R. & S. S. Co. allowed to remove spur track on Lombard estate. Order No. 1024. Issued July 1, 1909.

106-Mile Spur. Y. & M. V. R. R. Co. required to establish flag station for trains Nos. 33 and 34. Order No. 1004. Issued April 15, 1909.

Oriza Spur Track. Louisiana Western R. R. Co. permitted to remove spur track at Oriza. Order No. 1011. Issued May 27, 1909.

Segas Spur. N. O. & N. W. R. R. Co. granted permission to remove. Order No. 589. Issued February 26, 1909.

Upland. N. O. & N. W. R. R. Co. permitted to remove spur track built for Bastrop Lumber Co.

Yellow Bayou. T. & P. Ry. Co. required to build spur track. Order No. 1015. Issued May 27, 1909.

Spur Track. Extending spur track at Forksville, V., S. & P. Ry. Co. Dismissed. Order No. 1239. Issued February 23, 1911.

Spur Tracks. Petition to have spur or side track at Pool's Bluff replaced. N. O. G. N. R. R. Co. Granted. Order No. 1275. Issued July 7, 1911.

Spur Tracks. Removing side track at Mabies or White. St. L., I. M. & S. Ry. Co. Granted. Order No. 1280. (Amending Order No. 1032.) Issued July 7, 1911.

Spur Tracks. Petition for extension of spur tracks at Yellow Bayou. T. & P. Ry. Co. Petition granted. Order No. 1319. Issued October 26, 1911.

Additional side track at Gallion. St. L., I. M. & S. Ry. Dismissed. Order No. 1112. Issued February 24, 1910.

Application for removal of part of track by Kingston Railroad Company. Granted. Order No. 1385. Issued February 29, 1912.

Spur track allowed removed between Cole and Nettles on Amos-Kent Lumber & Brick Company. Order No. 1389. Issued March 14, 1912.

Removal of Chetwood or Weems Spur. Order No. 1393. Issued April 10, 1912.

Spur track at Holden Station. Y. & M. V. R. R. (B. R., H. & E. Division). Order No. 1531. Issued April 14, 1913.

Petition for spur track at or near Holden Station. Y. & M. V. R. R. (B. R., H. & E. Division). Order No. 1565. (Cancels Order No. 1531.) Issued May 27, 1913.

Application for authority to remove spur track and abandon station at Wetzler. L. R. & N. Co. Order No. 1618. Issued September 26, 1913.

Application for discontinuance of Waddell Station and removal of spur track at that point. L. R. & N. Co. Order No. 1631. Issued October 22, 1913.

Application for discontinuance of Phillips Station and removal of spur track. L. R. & N. Co. Order No. 1633. Issued October 22, 1913.

Re-establishment of spur track at Biltmore and adequate facilities for handling freight and passengers at that point. H. & S. R. R. Co. Order No. 1646. Issued December 2, 1913.

Removal of spur from Wilmer to Foley. K. & E. Ry. Order No. 1684. Issued February 17, 1914.

Spur track at Chamberlin restored. T. & P. Ry. Order No. 1690. Issued February 17, 1914.

Removal of spur track at Brookview Station to new location of said station. K. & E. Ry. Order No. 1695. Issued March 24, 1914.

Application to discontinue Phillips as a freight and passenger station and remove spur track at that point. L. R. & N. Co. Granted. Order No. 172. Issued April 28, 1914.

Application for authority to remove spur track known as Baptiste Spur, near Onvil, St. Tammany Parish, granted. N. O. G. N. R. R. Co. Order No. 1779. Issued July 30, 1914.

Application for authority to remove spur track known as Kelspur, at Hygeia. Granted. N. O. G. N. R. R. Co. Order No. 1782. Issued September 23, 1914.

Spur track on A. Moresi Company's plantation. M. L. & T. R. R. & S. S. Co. Track ordered constructed. Order No. 1787. Issued September 23, 1914.

Removal of track. Application for removal of track between Lilly Junction and Walla. L. & P. Ry. Co. Order No. 1807. Issued November 24, 1914.

Change of location of St. Vincent's spur. T. & P. Ry. Co. Order No. 1924. Issued September 14, 1915.

Changing location of St. Vincent's spur. T. & P. Ry. Co. Order No. 1935. Issued October 20, 1915.

Industrial spur track to Powell plantation. T. & P. Ry. Co. Denied. Order No. 1946. Issued November 16, 1915.

Removal of spur track at Zimmer and discontinuance of that point for receiving and delivery of passengers. Order No. 2192. Issued March 19, 1918.

Tensas spur discontinued as prepay station. L. & A. Ry. Order No. 2193. Issued March 19, 1918.

Removal of Mermentau Warehouse track denied. La. W. R. R. Order No. 2197. Issued April 16, 1918.

Removal of spur track serving Bell Lumber Company at Moreling. M. P. R. R. Order No. 2208. Issued May 14, 1918.

Removal of St. Vincent's Spur. Order No. 2225. Issued August 5, 1918.

Station Yards and Tracks.

C., R. I. & P. Ry. Co. Changes in yard and track at Lamolre. Plans approved. Order No. 760. Issued September 13, 1907.

C., R. I. & P. Ry. Co. Changes in plans for station yard at Chambers. Plans approved. Order No. 766. Issued September 13, 1907.

C., R. I. & P. Ry. Co. Changes in plans for station at Pacton. Plans approved. Order No. 766. Issued September 13, 1907.

C., R. I. & P. Ry. Co. Changes in plans for station yards at Station No. 1. Plans approved. Order No. 766. Issued September 13, 1907.

Staves. (See also "Lumber, Logs and Staves.")

Joint through rates established on staves from points on the K. C. S. Ry. Co. to New Orleans. Order No. 410. Issued November 15, 1904. (Reaffirmed by Order No. 415.)

Rates fixed by Order No. 410 on staves, from K. C. S. Ry. points to New Orleans, reaffirmed. Order No. 415. Issued December 21, 1904.

The Commission has no authority to fix rates on staves for "export." Order No. 416. Issued December 21, 1904.

Petition of the V., S. & P. Ry. Co. and the Tremont & Gulf Ry. Co., for advance in rates on staves, denied. Order No. 435. Issued March 22, 1905.

Rates fixed by the Commission for the transportation of staves from points on the T. & P. Ry. to Harvey, Gretna and New Orleans. Order No. 441. Issued April 19, 1905.

Rates established on staves from points on Natchitoches Branch of the T. & P. Ry. to New Orleans. Order No. 577. Issued October 11, 1906.

Steamboats' Traffic Association. Petition for uniform rate on staves when transported by boat between points in Louisiana. Dismissed and denied. Order No. 624. Issued January 10, 1907.

Rates on. Complaint of J. J. Lewis vs. N. L. & G. R. R. Co. Order No. 1047. Issued September 30, 1909.

Readjustment of rates on staves and bolts. N. O., T. & M. R. R. and L. R. & N. Co. Order No. 1208. (Cancelling Order No. 1142.) Issued November 25, 1910.

Rates on staves on Ruston & New Orleans Railroad. Complaint withdrawn. Case dismissed. Order No. 1232. Issued February 23, 1911.

Readjustment of rates on staves, stave bolts and headings, from stations on T. & G. Ry. to Winnfield. Rates established. Order No. 1305. Issued September 22, 1911.

Rates on rough staves and stave bolts. T. & P. Ry. Co. Case dismissed. Order No. 1333. Issued November 23, 1908.

Readjustment of rates on rough staves. L. R. & N. Co. Order No. 1359. Issued February 1, 1912.

Readjustment of rates on staves and stave bolts, between points on Tremont & Gulf Ry. Order No. 1366. Issued February 1, 1912.

Readjustment of rates on staves and stave bolts and headings, from stations on Tremont & Gulf Ry. to Winnfield. Cancelled. Order No. 1376. Issued February 29, 1912.

Staves, rates on. Readjustment of rates on staves, etc., between points on V., S. & P. Ry. Ordered in. Order No. 1484. Issued November 13, 1912.

Readjustment of rates on staves and stave bolts into and out of Alexandria. T. & P. Ry. et al. Order No. 1537. Issued April 14, 1913.

Rates on staves and stave bolts, reparation. Rates established. C., R. I. & P. Ry. Co. Order No. 2138. Issued October 25, 1917.

Steamboats, Rates and Service.

The steamer New Camella summoned for not providing separate accommodations for white and colored people. The chairman authorized to take the action necessary in this case. Order No. 116. Issued November 16, 1900.

Petition of the Mississippi Packet Company to advance rates from New Orleans to points on the Mississippi River and on Bayou Lafourche denied. Order No. 203. Issued June 27, 1902.

All steamboats plying on the Mississippi River and its tributaries,

except Red River, allowed to advance rates on classes and commodities 33 1-3 per cent, and on cotton 25 cents per bale. Order No. 413. Issued November 15, 1904.

All steamboats operating between New Orleans and Monroe allowed differentials to equalize drayage to and from the levee at Monroe. Order No. 536. Issued June 12, 1906.

Petition for uniform rate on staves to New Orleans, by Steamboats' Traffic Association, denied. Order No. 624. Issued January 10, 1907.

Petition of Steamboats' Traffic Association for advance of 2½ cents per sack on sugar, in sacks, denied. Order No. 418. Issued December 21, 1904.

Steamboats must protect short line rail rates between rail competing points. Order No. 958. Issued December 16, 1908.

Live stock rates established for steamboats. Order No. 3901.

Cisterns. Rates on iron, metal or wooden tanks or cisterns for transportation by steamboats. Order No. 1040. Issued July 29, 1909.

Cotton. Minimum rates on when transported by steamboats. Order No. 1039. Issued July 29, 1909.

Iron, metal and wooden cisterns or tanks when transported by steamboat. Order No. 1040. Issued July 29, 1909.

Steamboats, minimum rates on at cotton. Order No. 1039. Issued July 29, 1909.

Proceedings against steamboat J. H. Menge and owners. Amicably adjusted. Order No. 1803. Issued October 22, 1914.

Steamboats, minimum rates on flat cotton. Order No. 1039. Issued Bayou Sara and intermediate points. J. E. Comeaux. Order No. 1940. Issued October 21, 1915.

Advance in steamboat rates between points in Louisiana. Order No. 2202. Issued April 18, 1918.

Advance in steamboat rates from Lake Charles to points on Calcasieu River. Order No. 2203. Issued April 18, 1918.

Advance in rates on potatoes and onions from Mississippi River landings to New Orleans. Order No. 2206. Issued April 18, 1918.

Stone, Broken. (See Gravel.)

Stopping Trains. (See also "Train Service.")

Fast through trains not required to stop at court house towns when properly excused from doing so by the Commission. Citizens at Amite vs. I. C. R. R. Co. Order No. 21. Issued October 14, 1899.

Amite City is amply provided with local train service and through trains and the refusal of the I. C. R. R. Co. to stop certain of its fast through trains at Amite is not a discrimination, and is allowed by the Commission. Order No. 338. Issued March 10, 1904.

The I. C. R. R. Co. is allowed to make an exception in the case of its fast through trains by not stopping at Amite City. Order No. 342. Issued March 10, 1904.

The Sou. Pac. Co. is required to stop its through trains at Bowie.

Order No. 125. Issued December 12, 1900. (Reaffirmed by Order No. 252. Amended by Orders Nos. 259 and 272.)

Order No. 125, requiring Sou. Pac. Co. to stop certain trains at Bowie, reaffirmed. Order No. 52. Issued January 7, 1903.

Complaint against Sou. Pac. Co. for violation of Order No. 252, by not stopping trains at Bowie, dismissed. Not sustained. Order No. 272. Issued March 12, 1903.

M. L. & T. R. R. & S. S. Co. Petition to stop train No. 10 at Bowie denied. Order No. 729. Issued June 27, 1907.

M. L. & T. R. R. & S. S. Co. Changing stops on the Napoleonville Branch. Said company is granted permission to discontinue stopping its passenger trains on the Napoleonville Branch at Georgia, Himilaya, Claustro, Seigmieur and Forest Grove. Order No. 806. Issued October 31, 1907.

Stopping trains. M. L. & T. R. R. & S. S. Co. required to stop trains Nos. 9 and 10 at Jeanerette. Order No. 1026. Issued July 1, 1909.

Texas & Pacific Ry. Co. allowed to discontinue flag stops at various stations in Louisiana for trains Nos. 53 and 54. Trains Nos. 53 and 54 and 59 and 60 to continue stopping at Morley Station. Order No. 999. Issued April 15, 1909.

Texas & Pacific Ry. Co. required to improve passenger train service between Cypress and Natchitoches. Order No. 1054. Issued September 30, 1909.

Stopping trains Nos. 2 and 5 at Amite City. I. C. R. R. Dismissed. Order No. 1291. Issued September 20, 1911. Commissioner Taylor dissents.

Stopping passenger trains Nos. 740 and 741 at Washington, La. Established. M. L. & T. R. R. & S. S. Co. Order No. 1304. Issued September 22, 1911.

Petition for permission to remove combination freight and passenger shelter at Bossier City and to discontinue stopping trains Nos. 11 and 12 at that point. V., S. & P. Ry. Co. Petition denied. Depot ordered to be built. Order No. 1336. Issued December 21, 1911.

Petition to stop trains at Fernier and Wagram. Denied. Order No. 1401. Issued April 10, 1912.

Stop-Over Privilege.

Wholesale Merchants of New Orleans vs. M. L. & T. R. R. & S. S. Co., T. & P. Ry. Co. Petition to abolish stop-over privileges on mixed carloads of fruit and vegetables granted. Order No. 804. Issued October 31, 1907.

Straw.

Rates on rice straw in carloads from points on their line to New Orleans. M. L. & T. R. R. & S. S. Co. and L. W. R. R. Co. Order No. 1597. Issued July 23, 1913.

Sugar. (See also "Sugar and Molasses.")

Rates on sugar established from points south of Lockport to New Orleans, via the Southern Pacific Company. Order No. 138. Issued February 26, 1901.

Rates on sugar and molasses established between points on the M. L. & T. R. R. & S. S. Co.'s line and New Orleans. Order No. 224. Issued October 9, 1902.

Rate of 17 cents per 100 pounds established on sugar between New Orleans and Alexandria. Order No. 240. Issued November 20, 1902.

On petition of Shreveport Traffic Association rates on lard and lard compounds, sugar and molasses, adjusted between Shreveport and Natchitoches, via T. & P. Ry. Co. Order No. 314. Issued November 4, 1903.

Petition of Steamboats' Traffic Association for an advance of 2½ cents per sack on sugar, in sacks, denied. Order No. 418. Issued December 21, 1904.

St. L., I. M. & S. Ry. et al. Rates on sugar, rice and molasses from New Orleans to Monroe. Rate of 12 cents established, to be effective thirty days from date of order. Order No. 639. Issued April 25, 1907. Rehearing granted. Order in abeyance.

Petition of Rodenhelmer vs. M. L. & T. R. R. & S. S. Co. for order requiring additional free time to be allowed for unloading cars loaded with sugar, consigned to New Orleans, denied. Order No. 846. Issued December 13, 1905.

Readjustment of rates on sugar, rice and molasses from Lake Charles to points on Louisiana Pacific Ry. and between points on said railway and Kansas City Southern Ry. Order No. 1092. Issued January 26, 1910.

Rates on sugar and molasses, readjustment of, from Valverde to New Orleans. T. & P. Ry. Co. Order No. 1729. Issued May 14, 1914.

Refund of 5 cents per 100 pounds on sugar and molasses. T. & P. Ry. Co. Granted. Order No. 1754. Issued July 1, 1914.

Steamboat rates on sugar and molasses between New Orleans and Bayou Sara and intermediate points. J. E. Comeaux. Order No. 1940. Issued October 21, 1915.

Rates on sugar from Louisiana producing points to Crowley. Order No. 2241. Issued December 17, 1918.

Readjustment of rates on sugar and molasses from points on the Mississippi River, Angola and south, to New Orleans. Order No. 2244. Issued December 17, 1918.

Sugar Cane.

Minimum weight on sugar cane, carloads, established for all lines in Louisiana. Order No. 38. Issued December 20, 1899.

Mileage rates established on sugar cane for all railroads in Louisi-

ana. Order No. 91. Issued August 2, 1900. (Cancelled by Order No. 93.)

Mileage tariff of rates on sugar cane established by Order No. 91 revised and readopted for all rail lines in Louisiana. Order No. 93. Issued August 22, 1900.

Petition of Lafayette Sugar Co. vs. M. L. & T. R. R. & S. S. Co., alleging discrimination in rates on sugar cane. The Commission's tariff establishes the same rates for equal distances in all parts of the State, and is not discriminatory. Order No. 156. Issued May 23, 1901.

Rates on sugar, fertilizer, grain, hay and mill feed established from New Orleans to points on Houma Branch, Sou. Pac. Ry. Order No. 262. Issued March 9, 1902. (Rates reaffirmed by Order No. 275, on rehearing.)

Mileage rates on sugar cane as fixed by previous orders. Reduced. Order No. 553. Issued August 6, 1906. (Suit to annul this order filed by the M. L. & T. R. R. & S. S. Co., T. & P. Ry. Co., I. C. R. R. Co., and Y. & M. V. R. R. Co. Awaiting trial.)

Sugar, rice and molasses, rates on, from New Orleans to stations on the Louisiana & Arkansas Ry. To the Louisiana & Arkansas Ry. Co., Louisiana Railway & Navigation Co., Morgan's Louisiana & Texas Railroad & Steamship Co., and other interested lines. Rate of 40 cents per hundred pounds established. Order No. 888 (corrected).

Sugar cane, rates on, for planting. Railroad Commission of Louisiana vs. Railroads, No. 1077. Rates on sugar cane, for planting purposes, when transported between points in Louisiana, to be the same as for manufacturing purposes. Order No. 940.

Rates on sugar cane. All railroads. Rate established. Order No. 1263. Issued May 24, 1911.

Readjustment of rates on sugar cane. C., R. I. & P. Ry. Co. Ordered to establish same rates as shown in Order No. 93. Order No. 1344. Issued December 21, 1911.

Readjustment of rates on sugar cane. N. O., T. & M. R. R. Co. Ordered to establish same rates as shown in Order No. 93. Order No. 1345. Issued December 21, 1911.

Sugar and Molasses. (See also "Sugar" and "Molasses.")

Rates on sugar and molasses established between points on M. L. & T. R. R. & S. S. Co.'s line and New Orleans. Order No. 224. Issued October 9, 1902.

St. L., I. M. & S. Ry. et al. Rates on sugar, rice and molasses from New Orleans to Monroe. Rate of 12 cents established, to be effective thirty days from date of order. Order No. 689. Issued April 25, 1907. Rehearing granted. Order in abeyance.

Sugar, rice and molasses, rate on, from New Orleans to stations on the Louisiana & Arkansas Ry. To the Louisiana & Arkansas Ry. Co., Louisiana Railway & Navigation Co., Morgan's Louisiana & Texas Rail-

road & Steamship Co. and other interested lines. Rate of 40 cents per hundred pounds established. Order No. 88 (corrected).

Switching.

Rate of \$3.00 per car for switching cars between Monroe and West Monroe by V., S. & P. Ry. Order No. 111. Issued September 21, 1900. (Cancelled by Order No. 307.)

Switching charges of \$3.00 per car, at Ruston and Winnfield, by C., R. I. & P. Ry. and V., S. & P. Ry. Companies. Order No. 786. Issued October 31, 1907.

A switching charge of 25 cents per ton established for switching cars from river landings at Alexandria to oil mills. Order No. 154. Issued May 23, 1901.

Rates for switching at Alexandria established for all railroads. Order No. 255. Issued January 18, 1903.

All railroad companies are required to switch cars for consignee, shippers, or connecting lines, without discrimination and whether cars contain interstate freight or are to be loaded with freight to be shipped into another State. Order No. 295. Issued August 8, 1903. (Reaffirmed by Order No. 318.) (Contested in Federal court. Pending.)

Switching charges fixed between Monroe and West Monroe by agreement between the V., S. & P. Ry. Co. and the St. L., I. M. & S. Ry. Co. Order No. 307. Issued October 24, 1902. (Cancels Order No. 111.)

Order No. 295, establishing rule requiring all railroads to switch for each connecting line, is not, in the opinion of the Commission, an interference with interstate commerce, and is reaffirmed. Order No. 318. Issued December 17, 1903. (Contested by the I. C. R. R. Co. in Federal courts. Temporary injunction issued preventing the Commission from enforcing the order. All rail lines in the State agree to abide by final decision in the Supreme Court, in order to save multiplicity of suits. Pending.)

Petition of the C., R. I. & P. Ry. Co. and the V., S. & P. Ry. Co. to establish rate of \$3.00 per car for switching cars at Ruston and Winnfield, denied, and rate of \$2.50 established. Order No. 772. Issued September 13, 1907.

Switching charges on ice between Baton Rouge and Anchorage. Dismissed. Order No. 1074. Issued November 24, 1909.

Switching. Interchange switching at Lake Charles. La. Western R. R. Co., K. C. S. Ry. Co., L. & P. Ry. Co. and other lines having terminals in Lake Charles. Rate established. Order No. 1144. Issued May 25, 1910.

Switching. Switching charges at Ruston. V., S. & P. and C., R. I. & P. Ry. Rate established. Order No. 1172. Issued July 28, 1910.

Switching rate between Ruston and Lincoln and Jimmerson Spur track. V., S. & P. Ry. Co. Order No. 1523. Issued February 20, 1913.

Switching charges between Monroe and West Monroe. V., S. & P. Ry. Order No. 1498. (Cancelling Order No. 1428.) Issued January 10, 1913.

Rule relative to switching cars. Order No. 1890. Issued March 23, 1915.

Switching rate. Reparation. St. L., I. M. & S. Ry. Order No. 1914. Issued June 23, 1915.

Intra-city, or intra-terminal, switching. Order No. 1921. Issued July 21, 1915.

Intra-city, or intra-terminal, switching. Order No. 1930. Issued September 14, 1915.

Joint switching tariff in New Orleans. Time extended for filing. Order No. 1958. Amending Order No. 1930. Issued December 13, 1915.

Switching. Time for filing joint switching tariff in New Orleans extended. Order No. 1982. Issued March 15, 1916.

Switching rate from Mallinckrodt to Alexandria, on L. R. & N. Order No. 1995. Issued May 23, 1916.

Switching. Time extended for filing New Orleans joint switching tariff. Order No. 2006. Issued May 24, 1916.

Switching. Inclusion of Amesville, or Marrero, in exception in tariffs with reference to non-assessment of service charge between Gretna, Harvey and New Orleans. Granted. Trans-Mississippi Terminal R. R. Co. and M. L. & T. R. R. & S. S. Co. Order No. 2162. Issued December 19, 1917.

Switching. Elimination of exception in tariffs respecting switch movements between Gretna, Harvey and New Orleans. Denied. Trans-Mississippi Terminal R. R. Co. and M. L. & T. R. R. & S. S. Co. Order No. 2162. Issued December 19, 1917.

Switching between Gretna, Harvey and New Orleans. Order No. 2167. (Cancelling and rescinding Order No. 2162.) Issued February 1, 1918.

Switching charge between Marrero and New Orleans. Order No. 2168. Issued February 1, 1918.

Switches, Removing. (See also Side Tracks and Spur Tracks.)

The La. & Ark. Ry. Co. granted permission to remove switches at Dorcheat Bayou. Order No. 142. Issued February 28, 1901.

Blackman. Louisiana & Arkansas Ry. Co. Side track removed. Order No. 932. Issued November 5, 1908.

Lake One. Removal of side track at Lake One. Vicksburg, Shreveport & Pacific Ry. Co., ex parte. Petition granted. Order No. 875.

Lombard spur removed. M. L. & T. R. R. & S. S. Co., ex parte. No. 1078. Removed, on condition that the company secures and files written consent of the administrators of the Lombard estate. Order No. 958.

Marshall's spur, removing of. Yazoo & Mississippi Valley R. R. Co., ex parte, No. 1087. Granted. Order No. 953.

Matilda Plantation, removing spur track at. Morgan's La. & Tex R. R. & S. S. Co., ex parte. Petition granted. Order No. 877.

Mile Post 138.54 spur built for J. L. Williams & Co., removed. Louisiana & Arkansas Ry. Co., ex parte. Granted. Order No. 942.

Oshkosh, removing side track at. Louisiana & Arkansas Ry. Co., ex parte. Granted. Order No. 933.

Lake One, removal of side track at. Vicksburg, Shreveport & Pacific Ry. Co., ex parte. Petition granted. Order No. 857.

Switching charges, from Ashton spur to Lamourie. Railroad Commission of Louisiana vs. Woodworth & La. Central R. R. Co., No. 1050. Case dismissed. Order No. 948.

Switching cars at Brown Company's switch at Monroe. St. L., I. M. & S. Ry. and A. L. & G. Dismissed. Order No. 1427. Issued June 26, 1912.

Restoration of Palmer's Switch, near Clyde, La. K. C. S. Ry. Co. Order No. 1567. Issued May 27, 1913.

Tank Cars.

The Louisiana Distilling Co., Ltd., vs. M. L. & T. R. R. & S. S. Co. Movement of private tank cars. Defendant companies ordered to move private tank cars at the rate of fifty miles per day, unless distance cars are to be moved is less. Order No. 516. Issued May 10, 1906. (Cancelled by Order No. 534.)

Private tank cars must be moved at a rate of not less than twenty-five miles per day (Sunday and legal holidays excepted), unless the distance to be transported is less; provided that forty-eight hours shall be allowed on all cars moving through the switching limits of New Orleans, and twenty-four hours shall be allowed at other points of initial movement. Order No. 534. Issued June 12, 1906.

Switching charge between Monroe and West Monroe. V., S. & P. Order No. 1428. Issued June 26, 1912.

Tickets.

Keeping interline tickets on sale at all agency stations. All railroads. Dismissed. Order No. 1171. Issued July 28, 1910.

Telegraph Rates and Service.

Rates established for the La. & Ark. Telegraph Line at 40 cents for day and 8 cents for each extra word; 30 cents for night and 2 cents for each extra word, for ten-word messages. Order No. 56. Issued March 21, 1900.

Complaint of W. W. Heard vs. W. U. T. Co. for failure to deliver message promptly, dismissed, as it was shown that the company exercised due diligence in delivering the message, which was delayed on account of wires being down. Order No. 270. Issued March 12, 1903.

Complaint against Western Union Tel. Co. for not delivering message promptly at Natchitoches, dismissed. Unavoidable delays shown. Order No. 310. Issued November 4, 1903.

Complaint against Western Union Telegraph Co. for not making prompt delivery of message at Natchitoches, dismissed. Order No. 311. Issued November 4, 1903.

The complaint of the Algiers Improvement Association vs. Western Union Telegraph Co., asking for the establishment of separate telegraph office at Algiers, dismissed. Order No. 408. Issued November 15, 1904.

The petition of citizens of Athens to require La. & N. W. R. R. Co. to reopen telegraph office at Athens, dismissed. Order No. 55. Issued March 21, 1900.

Petition of citizens of Ruston vs. Western Union Telegraph Co. for separate telegraph office at Ruston, dismissed. Order No. 14. Issued October 13, 1899.

The Western Union Telegraph Co. required to open a separate telegraph office at Ruston. Order No. 185. Issued January 27, 1902.

Complaint of citizens of Gretna vs. Western Union Telegraph Co., asking that a separate telegraph office be established at Gretna, dismissed, as the company provided a messenger, and the Commission considers the service adequate for the business of Gretna. Order No. 492. Issued January 9, 1906.

The Western Union Telegraph Co. required to open and establish a separate telegraph office in Algiers within thirty days from date of this order. Order No. 496. Issued January 9, 1906. (The Western Union Telegraph Co. contested this order in the Federal Court.) Void under decision of State Supreme Court in case of W. U. Tel. Co. vs. R. R. Com. of La., January 9, 1908.

As the Postal Telegraph Co. has no cable across the river nearer than Avondale and no wires running at Algiers, petition to require this company to establish a separate telegraph office at Algiers dismissed. Order No. 497. Issued January 9, 1906.

The Commission, after investigation, feels that it would be unreasonable to require service message to be sent out within one hour after a telegram is delivered for transmission to a telegraph company. Order No. 602. Issued November 9, 1906.

Railroad Commission of Louisiana vs. Postal Telegraph & Cable Co. Closing office at Ruston without consent. Case dismissed. Order No. 793. Issued October 31, 1907.

Railroad Commission of Louisiana vs. Western Union Telegraph Co. Closing office at Ruston without consent. Case dismissed. Order No. 792. Issued October 31, 1907.

Abbeville, separate telegraph office at. Railroad Commission of Louisiana vs. Western Union Telegraph Co. Denied. Order No. 921.

Algiers, violations of Order No. 496, requiring centrally located office to be opened at. Railroad Commission of Louisiana vs. Western Union Tel. Co., No. 676. Case dismissed for want of jurisdiction. Order No. 846.

Telegraph office, separate up-town office at New Roads. Citizens of New Roads vs. Western Union Telegraph Co., No. 615. Case dismissed for want of jurisdiction. Order No. 845.

Telegraph office violation of Order No. 496, requiring centrally located office to be opened at Algiers, La. Railroad Commission of Lou-

isiana vs. Western Union Telegraph Co., No. 676. Case dismissed for want of jurisdiction. Order No. 845.

Delivery of telegraph message at Lake Providence. Robert L. Hill vs. Western Union Telegraph Co., No. 844. Case dismissed for want of jurisdiction. Order No. 847.

New Roads, separate up-town telegraph office at. Citizens of New Roads vs. Western Union Telegraph Co., No. 615. Case dismissed for want of jurisdiction. Order No. 845.

Oak Grove, telegraph service at. Railroad Commission of Louisiana vs. Western Union Telegraph Co., No. 1047. Case dismissed. Order No. 926.

Telegraph message, failure to deliver at Lake Providence. Robert L. Hill vs. Western Union Telegraph Co., No. 844. Case dismissed for want of jurisdiction. Order No. 847.

Telegraph service, failure to transmit message. V. M. Purdy & Sons vs. Western Union Telegraph Co., No. 784. Case dismissed for want of jurisdiction. Order No. 848.

St. Joseph, establishing separate up-town telegraph office at. Citizens of St. Joseph vs. Western Union Telegraph Co., No. 805. Case dismissed for want of jurisdiction. Order No. 849.

Converse, telegraph office at. Citizens of Converse vs. Western Union Telegraph Co., No. 996. Denied. Order No. 890.

Oak Grove, telegraph office at. Citizens of Oak Grove vs. Western Union Telegraph Co. and St. L., I. M. & S. Ry. Co., No. 999. Case dismissed. Order No. 851.

Telegraph office, separate, at Abbeville. Railroad Commission of Louisiana vs. Western Union Telegraph Co., No. 1037. Denied. Order No. 921.

Telegraph service at Oak Grove. Railroad Commission of Louisiana vs. Western Union Telegraph Co., No. 1047. Case dismissed. Order No. 926.

Calhoun. Petition for permission to discontinue telegraph exchange filed by H. Cook. Dismissed. Adjusted. Order No. 977. Issued February 26, 1909.

Closing telegraph office at Lafayette. Postal Telegraph & Cable Co. Granted. Order No. 1111. Issued February 24, 1910.

Counting words in code messages. Defendants, Western Union Telegraph Co. and Postal Telegraph Cable Co. Case dismissed and defendant companies allowed to put rule in effect. Order No. 1130. Issued March 23, 1910.

Telegraph service. Telegraph office at Houma. Opened at night. Western Union Tel. Co. M. L. & T. R. R. & S. S. Co. Dismissed. Order No. 1214. Issued November 25, 1910.

Telegraph service. All telegraph companies. Joint rates on day messages established. Order No. 1219. Issued December 21, 1910.

Telegraph offices. Application for permission to close telegraph offices at Jennings and New Iberia. Granted. Postal Telegraph-Cable Co. Order No. 1313. Issued September 22, 1911.

Discontinuance of agent and telegraph service at Loring, Louisiana. K. C. S. Ry. Order No. 1524. Issued March 25, 1913.

Application to discontinue telegraph office at Algiers. Western Union Telegraph Co. Order No. 1595. Issued July 21, 1913.

Application for authority to close telegraph office at Florian. Western Union Telegraph Co. Order No. 1617. Issued September 26, 1913.

Suspending Order No. 1736, requiring Western Union Telegraph Co. to reopen telegraph office at Hayes. Order No. 1763, amending Order No. 1736. Issued July 29, 1914.

Suspension of Order No. 1737, with reference to reopening telegraph office. Granted. Western Union Telegraph Co. Order No. 1753. Issued July 1, 1914.

Application to discontinue office at Tallulah. Granted. Postal Telegraph-Cable Co. Order No. 1747. Issued June 30, 1914.

Telegraph office at Florian, request to reopen. Denied. Western Union Telegraph Co. Order No. 1749. Issued June 30, 1914.

Order No. 1753, suspending Order No. 1737, with reference to reopening telegraph office at Eola. Western Union Telegraph Co. Issued July 1, 1914.

Hayes. Suspending Order No. 1736, requiring Western Union Telegraph Co. to reopen telegraph office at Hayes. Order No. 1763, amending Order No. 1736. Issued July 29, 1914.

Application to close telegraph offices at Alberta, Ashland, Castor, Chestnut, Cotton Valley, Dry Prong, Heflin, Georgetown, Goldonna, Good Pine, Jena, Minden, Packton, Sarepta, Sibley, Spring Hill, Trout and Winnfield. Postal Telegraph-Cable Co. Order No. 1917. Issued July 20, 1915.

Change in location of office in St. Joseph. Western Union Tel. Co. Order No. 1925. Issued September 14, 1915.

Discontinuance of telegraph office at Bon Ami. K. C. S. Ry. and Western Union. Order No. 1934. Issued October 19, 1915.

Application to close telegraph offices at Alberta, Ashland, Castor, Chestnut, Cotton Valley, Dry Prong, Heflin, Georgetown, Goldonna, Good Pine, Jena, Minden, Packton, Sarepta, Sibley, Spring Hill, Trout and Winnfield. Postal Telegraph Co. Order No. 1941. Issued October 21, 1915. Amending Order No. 1917.

Arabi. Discontinuance of telegraph service at. Dismissed. Order No. 1963. Issued January 27, 1916.

Application to close offices at Dunbar, Rigolettes and Chef Menteur. Western Union. Granted. Order No. 1987. Issued April 27, 1916.

Application to discontinue Adeline as telegraph station. M. L. & T. R. R. Granted. Order No. 1998. Issued May 23, 1916.

Application for authority to discontinue day telegraph office at Morgan City. M. L. & T. R. R. Granted. Order No. 2018. Issued July 17, 1916.

Application to close night telegraph office at Cheneyville. Granted. M. L. & T. R. R. Order No. 2019. Issued July 17, 1916.

Discontinuance of telegraph offices at Lafourche, Chacahoula, Boeuf. M. L. & T. R. R. Order No. 2038. Issued September 14, 1916.

Discontinuance of night telegraph station at Benton, Welsh, Midland, Rayne and Schreiver. M. L. & T. R. R. Order No. 2039. Issued September 15, 1916.

Discontinuance of telegraph office at Noble. K. C. S. Ry. Co. Dismissed. Order No. 2056. Issued December 5, 1916.

Application to discontinue telegraph office at St. Joseph. Dismissed. Western Union Telegraph Co. Order No. 2104. Issued July 18, 1917.

Discontinuance of commercial telegraph service at Jena, La. Postal Telegraph-Cable Co. Granted. Order No. 2120. Issued September 4, 1917.

Discontinuance of commercial telegraph service at Castor. Granted. Postal Telegraph-Cable Co. Order No. 2121. Issued September 4, 1917.

Application to discontinue telegraph office at Longbridge. Texas & Pacific Railway. Denied. Order No. 2133. Issued October 24, 1917.

Application to discontinue telegraph office at Deerpark. Texas & Pacific Railway. Denied. Order No. 2133. Issued October 24, 1917.

Application to discontinue telegraph office at Shaw. Texas & Pacific Railway. Denied. Order No. 2133. Issued October 24, 1917.

Application to discontinue telegraph office at Black Hawk. Texas & Pacific Railway. Denied. Order No. 2133. Issued October 24, 1917.

Telegraph charges on service messages. Western Union Telegraph Co. and Postal Telegraph-Cable Co. Case dismissed. Order No. 2144.

Telegraph service in station at Forest. Order No. 2174. Issued February 19, 1918.

Discontinuance of local telegraph office at Crowley. Order No. 2230. Issued September 24, 1918.

Telegraph Operator.

Citizens of De Ridder vs. K. C. S. Ry. Co. Said company required to install night operator at De Ridder within thirty days from date of this order. Order No. 657. Issued March 19, 1907.

Telephone Rate and Service.

Telephone rates in Algiers, the Fifth Municipal District of the City of New Orleans, shall be the same as in the City of New Orleans. Order No. 4. Issued May 16, 1899. (Reaffirmed by Order No. 41.) (Contested in the courts and there pending. During the pendency of suit the order is inoperative.)

The Commission does not consider that it would be fair and reasonable to establish the same rates for telephone service in all towns and cities in the State, as different conditions render different rates necessary. Order No. 13. Issued October 13, 1899.

Rates established in Order No. 4, for Algiers, reaffirmed. Order No. 41. Issued December 20, 1899.

Citizens of Franklin petition for 50-cent rate for residences. Appli-

cation denied, as rate asked for unreasonably low. Order No. 60. Issued April 26, 1900.

The Shreveport, Red River & Natchitoches Tel. Co. granted authority to increase rates for telephone service. Order No. 75. Issued June 29, 1900.

Petition for reduction of rates in the City of New Orleans as charged by the Cumberland Telephone & Telegraph Co. denied. Order No. 118. Issued November 16, 1900.

Telephone rates for long distance metallic service established at the various cities and towns in Louisiana for the Cumberland Telephone & Telegraph Co. Order No. 228. Issued October 10, 1902. (Reaffirmed by Order No. 353.)

Rates for telephone service in the city of Natchitoches, established for the Natchitoches Telephone & Electric Light Co. Order No. 277. Issued April 21, 1903.

Petition of citizens of Rapides vs. Cumberland Telephone & Telegraph Co. for reduction in rates for country line service, denied. Order No. 286. Issued June 26, 1903.

Telephone toll rates for direct line service, beyond three miles from exchange, and up to twenty miles, established. Order No. 316. Issued November 4, 1903.

Petition of citizens of Kinder vs. Howell, asked that rates for telephone service furnished by the Howell Telephone Line be reduced, denied. Commission considers rates charged reasonable. Order No. 399. Issued October 8, 1904.

The Cumberland Telephone & Telegraph Co. required to reduce rates for telephone service in the City of New Orleans. Order No. 421. Issued February 16, 1905.

A mileage system of rates for telephone toll service adopted for all points in the State, known as the "square system." Order No. 488. Issued December 13, 1905.

The petition of the Cumberland Telephone & Telegraph Co. for modification of Rule No. 79, relative to "exchange radius," denied. Order No. 304. Issued October 2, 1903.

The petition of the Cumberland Telephone & Telegraph Co. for modification of Rule No. 77, relative to "double exchange service," denied. Order No. 405. Issued November 15, 1904.

Cumberland Telephone & Telegraph Co. Rates for service in connection with two exchanges. Rule No. 78 is amended. (Cancelled by Order No. 743.) Order No. 632. Issued January 10, 1907.

Petition of the Cumberland Telephone & Telegraph Co. for advance rate of residence telephones in City of Shreveport, denied. Order No. 714. Issued June 1, 1907.

Petition of the Southwestern Tel. Co. for advance in rates. Granted. Order No. 788. Issued October 31, 1907.

Petition of the North Louisiana Tel. Co. for advance in rates, granted. Order No. 789. Issued October 31, 1907.

Telephone rates in Jennings reduced, and the Cumberland Telephone & Telegraph Co. required to place telephone plant in satisfactory condition to give good service. Order No. 521. Issued May 16, 1906.

Telephone rates for exchange service in Jennings affirmed. All other provisions of Order No. 521 cancelled. Order No. 533. Issued June 12, 1906.

Rates for long distance "country service," single line, metallic circuits, fixed at \$1.25 per mile, to begin at three miles from exchanges. Order No. 316. Issued November 4, 1903.

The petition of the Cumberland Telephone & Telegraph Co. to discontinue the ten and six party lines in the City of New Orleans granted is so far as the ten-party lines are concerned. Petition to abolish six-party lines denied. Order No. 197. Issued May 22, 1902.

The Cumberland Telephone & Telegraph Co. granted permission to enter into contracts for six months service with its subscribers. Order No. 279. Issued May 28, 1903. (Cancelled by Order No. 371.)

"Exchange radius," as applied to telephone business, defined as the limits within which subscribers may enjoy rates for "exchange" service, at rates authorized by the Commission. Order No. 294. Issued August 8, 1903.

Citizens of Kentwood vs. Cumberland Telephone & Telegraph Co. Telephone service at Kentwood. Said company is required to give satisfactory service to citizens of Kentwood. Order No. 747. Issued July 24, 1907.

Petition of the Cumberland Telephone & Telegraph Co. to discontinue six-party line service in New Orleans denied. Order No. 312. Issued November 4, 1903.

Telephone companies may enter into contracts for one year's service with their subscribers at rates authorized by the Commission. Order No. 315. Issued November 4, 1903. (Amended by Order No. 371.)

Complaint of LeBlanc & Danos, that they are charged more than authorized rates sustained and company required to charge them the rates for exchange service, as established by the Commission for Plaquemine, for the actual distance they reside from the city limits of Plaquemine. Order No. 319. Issued December 17, 1903.

The M., H. & L. R. R. Co. required to install a telephone in agent's office, connected with local exchange, at Lake Providence. Order No. 619. Issued January 7, 1907.

Complaint of citizens of Ruston vs. Cumberland Telephone & Telegraph Co., alleging inefficient service, dismissed. Order No. 328. Issued January 28, 1904.

Petition of Cumberland Telephone & Telegraph Co., to abolish and discontinue special contract service denied. Order No. 252. Issued April 5, 1904.

Order No. 352, denying petition of Cumberland Telephone & Telegraph Co., for permission to abolish special contract service, allowing

subscribers to have connection through two exchanges, affirmed. Order No. 356. Issued May 19, 1904. (Cancelled by Order No. 763.)

Petition of Cumberland Telephone & Telegraph Co. for rehearing on Order No. 356, relative to special contract service, refused. Order No. 361. Issued June 17, 1904.

Telephone companies may require contract from subscribers for six months' service, or, if service for a shorter period is desired, the subscriber may obtain same by paying the actual cost of installation. Order No. 371. Issued August 10, 1904. (Cancels Order No. 315. Cancelled by Order No. 458.)

Complaint of Fort et als. vs. Cumberland Telephone & Telegraph Co., alleging that the company has advanced its rates, sustained and the Commission held that the defendant company should not charge, demand or collect from its subscribers any greater amount for telephone service than had been formerly charged them under the Commission's authorities. Order No. 372. Issued August 10, 1904. (Suit to set aside this order was filed in the Federal court, and temporary injunction issued restraining its enforcement.)

Complaint of citizens of Bayou Sara vs. Cumberland Telephone & Telegraph Co., sustained. The Commission held that the imperfect service, however, is caused by a mixing of the "grounded lines" with the metallic circuits, and recommends to the subscribers at Bayou Sara that they take the metallic service at rates established by the Commission. Order No. 373. Issued August 10, 1904.

The application of the Cumberland Telephone & Telegraph Co. to dispense from installing new four and six party lines in the City of New Orleans pending application to discontinue same, granted, conditionally. Order No. 420. Issued December 28, 1904.

Rates for direct, single party, residence lines, in the City of New Orleans, reduced from \$5.50 to \$4.50 per month, subject to discount of 50 cents per month when paid quarterly in advance. Order No. 448. Issued May 25, 1905.

Petition of Cumberland Tel. & Tel. Co. for authority to advance rates to subscribers served through submarine cables, denied. Order No. 452. Issued June 20, 1905.

The Cumberland Tel. & Tel. Co. may enter into contracts for one year with its subscribers for telephone service instead of six months; provided, that when any subscriber desires telephone service for a less period of time than one year the company shall furnish it to him at the rates authorized by the Commission, the subscriber to pay the cost for installation of the telephone. Order No. 458. Issued July 11, 1905.

Rates fixed for second and third telephones on private direct line, outside of "exchange radius," when desired to subscribers. Order No. 459. Issued July 11, 1905.

Complaint of citizens of Rapides Parish vs. Cumberland Tel. & Tel.

Co. in regard to service along the T. & P. Ry., dismissed. The telephone company has lines under construction, which will furnish the service desired. Order No. 473. Issued November 10, 1905.

Application of the Cumberland Tel. & Tel. Co. for modification of Rule No. 71, denied. Order No. 481. Issued November 10, 1905.

Petition of City of Baton Rouge vs. Cumberland Tel. & Tel. Co. for order requiring that company to discontinue all grounded line telephones, dismissed. Order No. 483. Issued December 13, 1905.

Complaint of citizens of Lafayette vs. Cumberland Tel. & Tel. Co., dismissed, service having been improved. Order No. 612. Issued December 4, 1906.

Cumberland Tel. & Tel. Co., New Orleans Tel. Exchange Radius. Rates become effective April 1, 1907. Order No. 658. Issued March 19, 1907.

Petition of the citizens of Lafourche vs. the Cumberland Tel. & Tel. Co. to require that company to continue all subscribers at Lockport as subscribers to the Thibodaux Exchange, denied. Company is requested to equip and open an exchange at Lockport, at Commission's rates. Order No. 562. Issued October 10, 1906.

After date, telephone companies shall not be allowed to connect more than five subscribers on a "country" party line. No lines having more subscribers at the date of order to be disturbed. Order No. 559. Issued October 10, 1906.

Cumberland Tel. & Tel. Co. ordered to put their plant in good condition at Amite City. Order No. 736. Issued June 27, 1907.

Telephones, unreasonable and excessive rates for. Citizens of Bienville vs. the North Louisiana Telephone Co., No. 997. Ordered to reduce the rates to 30 cents for three minutes. Order No. 902.

Cable, submarine, at Donaldsonville. Residents of Ascension Parish vs. Cumberland Tel. & Tel. Co. The Commission finds it has not power to require laying of cables across the river. Order No. 869.

Country party line service. Cumberland Tel. & Tel. Co., ex parte. No. 1033. Petition for advance denied. Order No. 918.

Exchange service, City of New Orleans. New Orleans Board of Trade vs. Cumberland Tel. & Tel. Co. Rates established. Order No. 868.

Small hotels and boarding houses, rates for. Thos. H. Going vs. Cumberland Tel. & Tel. Co., No. 956. Business rate applies. Order No. 855.

Unreasonable and excessive telephone rates. Citizens of Bienville vs. the North Louisiana Telephone Co., No. 997. Ordered to reduce the rates to 30 cents for three minutes. Order No. 902.

Telephone service. Sibille Telephone Co. Complaint dismissed. Order No. 1124. Issued March 23, 1910.

Telephone service. Exchange rates for New Orleans. Readjusted.

Special rates for members of various professions abolished. Cumberland Tel. & Tel. Co. Order No. 1176. Issued July 28, 1910.

Telephone service. Exchange rates for New Orleans readjusted. Special rates for members of various professions abolished. Cumberland Tel. & Tel. Co. Order No. 1176. Issued December 28, 1910.

Telephone service. Exchange rates for New Orleans readjusted. Special rates for members of various professions abolished. Cumberland Tel. & Tel. Co. Order No. 1176-A. Issued December 21, 1910.

Telephone service. Unsatisfactory and insufficient telephone service at exchanges and between stations on the Sibille Telephone Lines. Rates established. Order No. 1197. Issued October 28, 1910.

Telephone service. Rates established. All telephone companies. Order No. 1223. Issued December 21, 1910.

Telephone rates. Telephone toll rates. All telephone companies. Rates established. Order No. 1251. (Cancels Order No. 552.) Issued April 27, 1911.

Telephone rates. Readjustment of, for Breau Bridge-St. Martin Telephone Company. Order No. 1365. Issued February 1, 1912.

Petition to close telephone exchange at Saline. Granted. Order No. 1371. Issued February 29, 1912.

Installation of public telephone station in depot at Welsh, La. Western Railroad Co. Order No. 1513. Issued February 20, 1913.

Improvement in service between Arnaudville and Opelousas. Sibille Telephone Co. Order No. 1560. Issued May 27, 1913.

Installation of telephone in depot at Zwolle. K. C. S. Ry. Co. Order No. 1613. Issued September 26, 1913.

Extension of telephone line to Arnaudville. Breau Bridge-St. Martin Telephone Co. Order No. 1634. Issued October 22, 1913.

Repair and improvement of connections at Arnaudville. Sibille Telephone Co. Order No. 1635. Issued October 22, 1913.

Improvement of telephone service. Prairie Hayes Telephone Co. Order No. 1786. Issued September 23, 1914.

Authority to advance telephone rates. Prairie Hayes Telephone Co. Order No. 2150. Issued March 19, 1918.

Advance in rates on telephones. Southern Telephone Co. Order No. 2207. Issued May 14, 1918.

Telephone service at Paradis. Case dismissed. Order No. 2212. Issued June 26, 1918.

Telephone Stations.

Cumberland Tel. & Tel. Co. will install public station at Gueydan, upon conditions named in Commission's Order No. 255. Order No. 271. Issued March 12, 1903.

Agreement reached between parties interested and the Cumberland Tel. & Tel. Co., regarding telephone station at Gibson. Approved and dismissed. Order No. 233. Issued November 20, 1902.

Closing at Gueydan. After carefully considering the facts in the

case, the Commission reached the conclusion that the Cumberland Tel. & Tel. Co. has not violated its rule requiring that "no subscriber shall be hindered in the enjoyment of telephone communications," etc. Case dismissed. Order No. 250. Issued February 23, 1903.

Petition of the Cumberland Tel. & Tel. Co. to close telephone station at Laurel Hill. Company ordered to continue same conditionally. Order No. 350. Issued April 8, 1904.

Closing public telephone station at Lecompte. The Commission finding that the Cumberland Tel. & Tel. Co. is not at fault, case is dismissed. Order No. 635. Issued January 10, 1907.

Telephone Toll Service.

Richaud vs. Cumberland Tel. & Tel. Co. Charging for three minutes when conversation of less duration. Case dismissed. Order No. 494. Issued January 9, 1906.

Fixing telephone toll rates for the State of Louisiana. Rehearing on Order No. 552. The Commission finds no cause to change its opinion as to what constitutes fair and reasonable rates. Order No. 552 is reaffirmed. Order No. 565. Issued October 10, 1906. (Contested in Federal Court by the Cumberland Tel. & Tel. Co. Decided against the Commission in United States Circuit Court and now on appeal to United States Supreme Court.)

Additional Charges for Telephone Service Rendered Through Submarine Cables.

Cumberland Tel. & Tel. Co., ex parte. Petition denied. Order No. 663. Issued March 19, 1907. (Reversed by Order No. 753.)

Cumberland Tel. & Tel. Co., ex parte. Toll rates between hours of 6:00 p. m. and 6:00 a. m., and on Sunday. Double exchange service and service through submarine cables. Permission granted said company to abolish "night and Sunday" toll line rates. Application to advance rates through submarine cables denied. Order No. 753. Issued September 13, 1907.

Theatrical Cars.

Minimum rates for private theatrical cars. Rates established. Order No. 1215. Issued November 25, 1910.

Ties. (See also Piling.)

Rates on crossties and piling. St. Tammany to New Orleans and Rio to Slidell. Reduced. N. O. G. N. R. R. Co. Order No. 1201. Issued October 28, 1910. (Cancelled by Order No. 1201-A.)

Rates on piling, C. L., minimum weight 40,000 pounds, from Tall-sheek and St. Tammany to New Orleans. Rates established. N. O. G. N. R. R. Co. Order No. 1201-A. (Cancelling Order No. 1201.) Issued November 15, 1910. (Cancelled by Order No. 1201-B.)

Rates on piling and ties. N. O. G. N. R. R. Co. Orders Nos. 1201 and 1201-A cancelled. Order No. 1201-B. Issued November 25, 1910.

Rates on crossties from points on Kingston R. R. to Kingston, La. Rates established. Order No. 1306. (Cancelled by Order No. 1320.) Issued September 22, 1911.

Rates on crossties from points on Kingston R. R. to Kingston, La. Rates established. Order No. 1320. (Cancels Order No. 1306.) Issued October 26, 1911.

Ties, oak. Rates on between points on Texas & Pacific Ry. Order No. 1964. Issued January 27, 1916. Dismissed.

Tin Cans.

Minimum rate on, carloads, New Orleans to Lafayette. Minimums on same established. Order No. 1702. Issued March 24, 1914.

Rates on tin cans, carloads, from New Orleans to Washington, Carencro and Sunset. M. L. & T. R. R. & S. S. Co. Order No. 1726. (Suspending Order No. 1702.) Issued May 14, 1914.

Tracks and Bridges.

Roadbed and track facilities. Unsafe condition of roadbed and track; inefficient and inadequate train service. Merchants and Traveling Men vs. New Orleans & Northwestern R. R. Co. Defendants required before January 1, 1909, to place its roadbed, tracks, bridges, etc., in safe and satisfactory condition. Order No. 887.

Tracks. Unsafe track and bridges. L. & N. R. R. Ordered to place track and bridges in first-class condition. Order No. 1188. Issued September 30, 1910.

Tracks and bridges. N. O. G. N. R. R. Ordered to put track and roadbed between St. Tammany and Pearl River in a safe and suitable condition. Order No. 1352. Issued December 21, 1911.

Roadbed and track on Napoleonville Branch M. L. & T. R. R. & S. S. Co. Ordered improved. Order No. 1397. Issued April 10, 1912.

Roadbed. Improvement of roadbed, track, etc., between De Quincy and Sabine River. K. C. S. Ry. Co. Ordered improved. Order No. 1494. Issued December 12, 1912.

Roadbed. Repair of roadbed between Houma and Schriever. M. L. & T. R. R. & S. S. Co. Ordered repaired. Order No. 1496. Issued December 12, 1912.

Roadbed. Improvement of roadbed and track from Irwinville to Westover. N. O., T. & M. R. R. Dismissed. Order No. 1421. Issued June 26, 1912.

Tracks and bridges. Improvement of roadbed, tracks, etc., between Melville and Crowley. O., G. & N. E. Ry. Co. Order No. 1519. Issued February 20, 1913.

Roadbed and tracks. In the matter of extending time to complete the work required under Order No. 1404. N. O., S. & G. I. R. R. Co. Order No. 1594. Issued July 21, 1913.

Roadbed and tracks. In the matter of general improvement of

roadbed and track, etc. L. & N. W. R. R. Co. Order No. 1619. Issued September 26, 1913.

Repairing track and roadbed. K. C. S. Ry. Co. Mansfield to Lake Charles. Repairs ordered. Order No. 1671. Issued January 28, 1914.

Repair to bridges between Baton Rouge and North Baton Rouge. L. R. & N. Order No. 1951. Issued November 17, 1915.

Train Service.

Rate of 25 cents per passenger allowed to be charged by the La. & Ark. R. R. Co., between Minden and Sibley. Order No. 72. Issued June 12, 1900. (Amended by Order No. 92.)

Rate of 25 cents per passenger established by Order No. 73, extended to cover all trains running between Minden and Sibley. Order No. 92. Issued August 21, 1900.

Petition of citizens of Gueydan for additional train service between Crowley and Gueydan. Denied. Order No. 99. Issued September 21, 1900.

When a railroad company discontinues operating its trains to a certain depot which, under franchise granted by a municipality, it is required to maintain and operate, it is a matter for the civil courts, and not for the Commission, to determine the carrier's liability to the municipality. Citizens of Gretna vs. M. L. & T. R. R. & S. S. Co. Order No. Issued January 7, 1903.

Train service on Mandeville Branch, East La. R. R., adequate for the demands of the road, and petition to increase dismissed. Order No. 330. Issued January 28, 1904.

The demands of petitioners in case of citizens of Tensas Parish vs. M., H. & L. Ry. Co., having been satisfied by the inauguration of double daily train service, petition dismissed. Order No. 503. Issued February 20, 1906.

At Hyde Station. I. C. R. R. Co. Permitted to discontinue trains Nos. 22 and 24. Order No. 528. Issued May 15, 1906.

Discontinuing sale of tickets to and from Hollingsworth, K. C. S. Ry. Co. Permitted to discontinue sale of tickets to and from Hollingsworth flag station, and also permitted to discontinue its passenger trains at said station. Order No. 555. Issued October 10, 1907.

At Dubberly. V., S. & P. Ry. Co. Petition to stop train No. 7 is granted on account of company having inaugurated additional train service on its line in Louisiana, which provides ample facilities for patrons at Dubberly. Order No. 586. Issued November 9, 1906.

Schedule of trains. All railroad companies operating local passenger trains, within the State, required to run such trains in accordance with schedule time as shown by official time table; trains not to run more than thirty minutes late, except in cases of wrecks, etc. Order No. 644. Issued February 5, 1907.

Citizens of Winn, Jackson and Union Parishes vs. C., R. I. & P. Ry.

Co. Additional passenger train service. Said company required to change its schedule of local train to accommodate patrons of its line. Order No. 656. Issued March 19, 1907.

St. L., I. M. & S. Ry. Co. required to operate daily passenger train between Monroe and Farmerville. Order No. 675. Issued March 19, 1907.

Rehearing on Order No. 639. The St. L., I. M. & S. Ry. Co. allowed an extension of time in which to complete work to be done by said company. Order No. 684. Issued March 19, 1907.

The St. L., I. M. & S. Ry. Co. ordered to provide modern, first class coaches, for both white and colored passengers, on the M. H. & L. Division. Order No. 688. Issued April 25, 1907.

The Pontchartrain Railroad Company required to provide new, modern coaches on this line. Order No. 737. Issued July 24, 1907.

The T. & P. Ry. Co. required to establish additional passenger service between Port Allen and the Baton Rouge Junction. Order No. 797. Issued October 31, 1907. (Contested in Federal court by T. & P. Ry. Co. Pending.)

The La. & N. W. R. R. Co. required to inaugurate and operate over its entire line in the State of Louisiana at least one passenger train each way daily, and one freight train. Citizens of Bienville vs. La. & N. W. R. R. Co. Order No. 814. Issued November 22, 1907.

M. L. & T. R. R. & S. S. Co. Holding passenger trains at Avondale. Sol. Miller vs. M. L. & T. R. R. & S. S. Co. Amicably adjusted and dismissed. Order No. 879.

New Orleans Great Northern R. R. Co., ex parte, No. 1079. "Shore Line," operation of and abandoning of old line from St. Tammany to Covington. Order No. 961.

Y. & M. V. R. R. Co. Train service on the Baton Rouge, Hammond & Eastern Division of. Railroad Commission of Louisiana vs. Y. & M. V. R. R. Co. Case dismissed. Order No. 925.

Y. & M. V. R. R. Co. Train service on the Clinton district. Citizens of Clinton vs. Y. & M. V. R. R. Co. Ordered to put on a passenger train to make connection at Ethel with main line train. Order No. 985.

V., S. & P. Ry. Co. Dubberly, passenger train service at. Citizens of Dubberly vs. Vicksburg, Shreveport & Pacific Ry. Co., No. 944. The V., S. & P. Ry. Co., as soon as possible, shall cause east-bound train scheduled to pass Dubberly at 7:20 a. m. to stop at that station. Petition to have west-bound train passing Dubberly at 9:45 stop at that place denied. Order No. 844.

V., S. & P. Ry. Co. Stopping trains Nos. 11 and 12 at Nelson Station, amicably adjusted. Citizens of Taylor and Vicinity vs. Vicksburg, Shreveport & Pacific Ry. Co., No. 952. Case dismissed. Order No. 865.

V., S. & P. Ry. Co. Stopping trains Nos. 11 and 12 at Doyline. Citizens of Doyline vs. Vicksburg, Shreveport & Pacific Ry. Co. Dismissed. Order No. 960.

Barnes, Mound and California; F. Sachs, agent; petition asking that V., S. & P. Ry. Co. trains be required to stop at, denied. Order No. 997. Issued April 15, 1909.

Jeanerette. M. L. & T. R. R. & S. S. Co. required to stop trains Nos. 9 and 10 at Jeanerette. Order No. 1026. Issued July 1, 1909.

L. R. & N. Co. required to furnish suitable passenger coaches on its trains Nos. 15 and 16. Complaint of citizens of Mansura. Order No. 1050. Issued September 30, 1909.

Mansura. Complaint of citizens of in the matter of unsuitable equipment on L. R. & N. passenger trains Nos. 15 and 16. Order No. 1050. Issued September 30, 1909.

Natchitoches. T. & P. Ry. Co. required to improve passenger train service from Natchitoches to Cypress. Order No. 1054. Issued September 30, 1909.

North Louisiana & Gulf R. R. relieved from complying with that portion of Order No. 1047 requiring cars to be stopped on main line at night for loading. Complaint of J. J. Lewis. Order No. 1061. Issued October 28, 1909.

Rubin vs. St. L., W. & G. Ry. Co., in the matter of schedule between Lake Charles and Alexandria. Order No. 1053. Issued September 30, 1909.

St. L., I. M. & S. Ry. Co. Petition to discontinue stopping trains Nos. 103 and 104 at Nugent denied. Order No. 1027. Issued July 1, 1909.

St. Louis, W. & G. Ry. Co. not required to change schedule of its train between Lake Charles and Alexandria on complaint of Abe Rubin et al. Order No. 1053. Issued September 30, 1909.

Train service. Citizens of Curry vs. Tremont & Gulf Ry. Co. Inadequate train service. Dismissed. Order No. 1002. Issued April 15, 1909.

V., S. & P. Ry. not required to stop trains at Mound, Barnes and California stations on petition of F. Sachs, agent. Case dismissed. Order No. 997. Issued April 15, 1909.

Winnfield. Complaint of citizens of in the matter of passenger train service on L. R. & N. between Alexandria and Winnfield. Order No. 1051. Issued September 30, 1909.

Yazoo & Mississippi Valley Ry. Co. required to establish flag station at crossing of B. R., H. & E. R. R. with Baton Rouge-Springfield public road. Order No. 1013. Issued May 27, 1909.

Y. & M. V. R. R. Co. required to stop trains at 106-Mile Spur on flag: trains Nos. 33 and 34. Order No. 1004. Issued April 15, 1909.

Making connection with V., S. & P. Ry. train No. 1, going west, at Tallulah. St. L., I. M. & S. Ry. Dismissed. Order No. 1104. Issued February 24, 1910.

Making connection with St. L., I. M. & S. Ry. at Tallulah. St. L., I. M. & S. Ry. Co. Order No. 1105. Issued February 24, 1910.

Making connection with V., S. & P. Ry. train No. 1 at Rayville. N. O. N. W. Ry. Co. Order No. 1106. Issued February 24, 1910. Connections ordered.

Making connection at Rayville with N. O. & N. W. train No. 506. Connection ordered. Order No. 1107. Issued February 24, 1910.

Stopping additional trains at Amite. I. C. R. R. Co. Dismissed. Order No. 1110. Issued February 24, 1910.

Stopping train at Kent's Mill. Defendant company, I. C. R. R. Amicable adjustment reached, hence case dismissed. Order No. 1128. Issued March 23, 1910.

K. G. & S. Ry. Schedule rearranged. Order No. 1139. Issued April 27, 1910.

Passenger train service between Alexandria and Winnfield. L. R. & N. Co. Schedule rearranged. Order No. 1140. (Cancelling and rescinding Order No. 1051.) Issued April 27, 1910.

Connections with V., S. & P. Ry. train No. 1 at Sibley. L. & A. Ry. Co. Order No. 1148. Issued June 30, 1910.

Inadequate passenger train service. N. O., N. & N. R. R. Co. Schedule arranged and better equipment ordered. Order No. 1151. Issued June 30, 1910.

Making connections with St. L., I. M. & S. Ry. train No. 106 at Georgetown. La. & Ark. Ry. Co. Dismissed. Order No. 1158. Issued June 30, 1910.

Restoring old schedule of trains on Memphis, Helena & Louisiana Division, St. L., I. M. & S. Ry. Co. Dismissed. Order No. 1160. Issued June 30, 1910.

Carrying passengers on freight trains. All railroads. Order No. 1170. Issued July 28, 1910.

Carrying passengers and baggage on freight trains. All railroads. Order No. 1183. Issued September 30, 1910.

Carrying passengers and baggage on freight trains. All railroads. Order No. 1183-A. Issued September 30, 1910.

Relieving the L. & A. Ry. Co. from duty of carrying passengers on freight trains. Order No. 1183-B. Issued November 15, 1910.

Refusing to allow passengers to get on trains without tickets. St. L., I. M. & S. Ry. Dismissed. Order No. 1185. Issued September 30, 1910.

Freight and passenger train service on the Louisiana Central R. R. New combination coach ordered installed on mixed trains. Order No. 1192. Issued October 28, 1910.

Agent to meet night train at Columbia. St. L., I. M. & S. Ry. Dismissed. Order No. 1210. Issued November 25, 1910.

Improved train service on the Thibodaux Branch of the T. & P. Ry. Order No. 1218. Issued December 21, 1910.

Stopping trains at Union Depot at Mansfield. Granted. K. C. S. Ry. Co. Order No. 1220. Issued December 21, 1910.

Unsatisfactory train service on Napoleonville Branch. Dismissed. M. L. & T. R. R. & S. S. Co. Order No. 1221. Issued December 21, 1910.

Train service, Eudora-Gilbert Branch. Dismissed. St. L., I. M. & S. Ry. Co. Order No. 1229. Issued February 10, 1911.

Train service on Ruston & New Orleans Railroad. Complaint withdrawn. Case dismissed. Order No. 1232. Issued February 23, 1911.

Changing schedules of trains Nos. 54 and 60, and 51 and 52. T. & P. Ry. Co. Order No. 1235. Issued February 23, 1911.

Petition for improved freight service. St. L., I. M. & S. Ry. Co. Dismissed. Order No. 1254. Issued April 27, 1911.

Direct daily passenger train service from New Orleans. St. L., I. M. & S. Ry. Co. and T. & P. Ry. Co. Ordered established. Order No. 1255. (Affirmed by Order No. 1340.) Issued April 27, 1911.

Direct daily passenger train service from New Orleans. St. L., I. M. & S. Ry. Co. and T. & P. Ry. Co. Ordered established. Order No. 1256. (Affirmed by Order No. 1340.) Issued April 27, 1911.

M. L. & T. R. R. & S. S. Co. Order No. 1262. (Amends Order No. 252.) Issued May 24, 1911.

Passenger train service at Rosedale, La. Dismissed. T. & P. Ry. Co. Order No. 1299. Issued September 22, 1911.

Passenger train service between Port Allen and Addis. T. & P. Ry. Co. Case dismissed. Order No. 1307. Issued September 22, 1911.

Restoration of train service between Covington and Folsom. N. O. G. N. R. R. Co. Case dismissed. Order No. 1316. Issued October 26, 1911.

Discontinuing handling passengers on local freight trains between Boycé and Reisor. T. & P. Ry. Co. Case dismissed. Order No. 1327. Issued October 26, 1911.

Direct daily passenger train service from New Orleans. St. L., I. M. & S. Ry. Co. and T. & P. Ry. Co. Service established between New Orleans and Arkansas line. Order No. 1340. (Affirms Order No. 1255.) Established December 21, 1911.

Establishment of daily passenger train service between Lake Providence and Ferriday over St. L., I. M. & S. Ry. to connect at Ferriday with Texas & Pacific Railway. Order No. 1367. Issued February 1, 1912.

Establishment of daily passenger train service between New Orleans and Ferriday over T. & P. to connect at Ferriday with St. L., I. M. & S. Ry. Order No. 1368. Issued February 1, 1912.

Application for permission to discontinue operating trains over the logging road of the Amos-Kent Brick & Lumber Co. granted. Order No. 1372.

Daily passenger train service between Lake Providence and Ferriday over the Iron Mountain to connect at Ferriday with the Texas & Pacific Ry. Order No. 1378, amending Order No. 1367. Issued February 29, 1912.

Re-establishment and continuance of train service on Port Allen Branch of Texas & Pacific Railway. Order No. 1382. Issued February 29, 1912.

Improvement of train service on Lockport Branch of M. L. & T. R. R. & S. S. Co. Order No. 1384. Issued February 29, 1912.

Petition of Eunice Cotton Oil Co. in the matter of movement of cars out of Eunice. Granted. Order No. 1386. Issued February 29, 1912.

General improvement of train service, equipment and track ordered put in by New Orleans Southern & Grand Isle Railway. Order No. 1390. Issued March 14, 1912.

Application for discontinuance of passenger equipment on trains Nos. 740 and 741 on Alexandria Branch of M. L. & T. R. R. & S. S. Co. Denied. Order No. 1392. Issued March 14, 1912.

Suitable train service between Mansfield and Hunter by Mansfield Railway & Transportation Co. Dismissed. Order No. 1398. Issued April 10, 1912.

Train service. Better train service and accommodations between Algiers and Buras, La. New Orleans Southern & Grand Isle Ry. Co. Order No. 1404. Issued April 23, 1912.

Train service. Discontinuance of trains Nos. 41 and 42 between Scanlon and Foley. Granted. Order No. 1406. Issued April 23, 1912.

Train service. In the matter of stopping trains Nos. 11 and 12 at Bossier City. V., S. & P. Ry. Co. Order No. 1407. Issued April 3, 1912.

Application for discontinuance of train leaving New Orleans for Milneburg at 11:30 p. m. Pontchartrain R. R. Co. Order No. 1412. Issued May 30, 1912.

Train service. Improvement of passenger train from New Orleans to Thibodaux. Texas & Pacific Ry. Co. Dismissed. Order No. 1423. Issued June 26, 1912.

Application for discontinuance of trains Nos. 5 and 6 between Winnfield and Aloha. Granted. L. R. & N. Order No. 1459. Issued September 27, 1912.

Additional train service between Port Barre and Baton Rouge. N. O., T. & M. R. R. Co. Order No. 1458. Issued September 27, 1912.

Resumption of train service on Baton Rouge-Lafayette Branch of M. L. & T. R. R. & S. S. Co. Case dismissed. Order No. 1467. Issued October 16, 1912.

Establishment of daily passenger train service between Randolph and Farmerville. Arkansas Southeastern R. R. Case dismissed. Order No. 1468. Issued October 17, 1912.

Requiring sufficient ticket sellers at Union Depot, New Orleans. I. C. R. R. and Y. & M. V. R. R. Case dismissed. Order No. 1471. Issued October 17, 1912.

Additional train service between Port Allen and Baton Rouge Junction. Order No. 1476. Issued October 17, 1912.

Petition to cause train No. 52 to stop at Grosse Tete. Granted. Order No. 1477. Issued November 13, 1912.

Improved freight and passenger service on Iberia & Vermillion Branch. M. L. & T. R. R. & S. S. Co. Established. Order No. 1481. Issued November 13, 1912.

Establishment of passenger service on Erwinville Branch. N. O., T. & M. R. R. Co. Dismissed. Order No. 1480. Issued November 13, 1912.

Improvement of service and accommodations for passengers between New Orleans and Folsom. Service ordered improved. Order No. 1495. Issued December 12, 1912.

Improvement of service and accommodations for passengers between New Orleans and Folsom. N. O. G. N. R. R. Co. Ordered improved. Order No. 1497. Issued December 12, 1912.

Texas & Pacific Railway Co., ex parte. Discontinuance of through night passenger train service between New Orleans and Ferriday to connect with Iron Mountain service at Ferriday. Order No. 1501. Issued January 16, 1913.

Through train service from Arkansas-Louisiana State line to New Orleans, via Ferriday and the Texas & Pacific Railway over Iron Mountain. Order No. 1502. Issued January 16, 1913.

Handling passenger trains promptly into Baton Rouge. Y. & M. V., L. R. & N. and N. O., T. & M. Order No. 1503. Issued January 16, 1913.

Discontinuance of trains Nos. 3 and 4 on M. L. & T. R. R. & S. S. Co. and establishment of motor car service instead. Order No. 1529. Issued March 25, 1913.

Stopping train No. 52 at Grosse Tete. T. & P. Ry. Order No. 1532. Issued April 14, 1913, cancelling Order No. 1466.

Stopping train No. 12 at Nelson Station on flag. V., S. & P. Ry. Co. Order No. 1543. Issued April 17, 1913.

Discontinuance of trains Nos. 59 and 60 between Boyce and State line and readjustment of schedule. T. & P. Ry. Co. Order No. 1553. Issued May 17, 1913.

Petition for combination passenger coach on local freight train between Alexandria and Monroe. St. L., I. M. & S. Ry. Co. Order No. 1571. Issued May 27, 1913.

Train connection at Georgetown. L. & A. Ry. Co., St. L., I. M. & S. Ry. Co. Order No. 1572. Issued May 27, 1913.

Train connection with Louisiana & Northwest Railroad at Gibbsland. V., S. & P. Ry. Co. Order No. 1577. Issued May 28, 1913.

Passenger train service between Alexandria and Monroe. St. L., I. M. & S. Ry. Co. Order No. 1584. Issued June 26, 1913.

Passenger train service between Baton Rouge and Lafayette. M. L. & T. R. R. & S. S. Co. Order No. 1585. Issued June 26, 1913.

Application to discontinue stopping trains at Cedar Grove. K. C. S. Ry. Co. Order No. 1591. Issued July 21, 1913.

Petition requesting stopping of passenger trains Nos. 1 and 2 at Reeves Station. N. O., T. & M. R. R. Co. Order No. 1611. Issued September 26, 1913.

Shipments of cotton into New Orleans. C., R. I. & P. Ry. Co., L. R. & N. Co., L. & N. W. R. R. Co., St. L., I. M. & S. Ry. Co. and T. & P. Ry. Co. Order No. 1640. Issued October 23, 1913.

Rearrangement of schedule on Port Allen Branch. T. & P. Ry. Co. Order No. 1642. Issued October 23, 1913.

Train service between Lake Arthur and Lake Charles. M. L. & T. R. R. & S. S. Co. Order No. 1643. Issued October 23, 1913.

Petition to have train No. 53 stop at Derry Station on flag. T. & P. Ry. Co. Order No. 1645. Issued December 2, 1913.

In the matter of a more convenient and improved passenger schedule between points in Louisiana. St. L. S. W. Ry. Co. Order No. 1649. Issued December 2, 1913.

Petition requesting that trains Nos. 1 and 2 stop at Gandy instead of Christie. K. C. S. Ry. Co. Order No. 1655. Issued December 3, 1913.

Improvement of train service. N. O., N. & N. R. R. Co. Order No. 1652. Issued December 12, 1913.

Train connections at Sibley. L. & A. and V., S. & P. Order No. 1694. Issued March 24, 1914.

In the matter of passenger trains making connections at Sibley. L. & A. Ry. and V., S. & P. Ry. Order No. 1709. Issued April 28, 1914. Dismissed.

Improvement of service and accommodations on mixed trains. T. & P. Ry. Co. Case dismissed. Order No. 1710. Issued April 28, 1914.

Train connections at Ruston. C., R. I. & P. Ry. and V., S. & P. Ry. Case dismissed. Order No. 1711. Issued April 28, 1914.

Train service between Alexandria, Eunice and Ville Platte. T. & P. Ry. Co. Schedule rearranged. Order No. 1724. Issued May 12, 1914.

Application to discontinue coach operated on trains Nos. 527 and 528 on the New Iberia & Mamou Branch, M. L. & T. R. R. & S. S. Co. Granted. Order No. 1734. Issued May 26, 1914.

Application for change in schedule of trains Nos. 15 and 16 on Alexandria Branch, M. L. & T. R. R. & S. S. Co. Order No. 1739. Issued May 26, 1914.

Stopping trains Nos. 1 and 2 at Amite. I. C. R. R. Petition granted. Order No. 1743. Issued June 10, 1914.

Stopping trains Nos. 1 and 2 at Amite. I. C. R. R. Co. Granted. Order No. 1756. (Correcting Order No. 1743.) Issued July 1, 1914.

Application to change schedule of motor car service operated between Abbeville and Lafayette. Denied. M. L. & T. R. R. & S. S. Co. Order No. 1751. Issued June 30, 1914.

Passenger train service on Avoyelles Branch, T. & P. Ry. Co. Ordered installed. Order No. 1764. Issued July 29, 1914.

Stopping train No. 52 at Chopin on flag. T. & P. Ry. Co. Denied. Order No. 1765. Issued July 29, 1914.

Stopping trains Nos. 1 and 2 at Lottie. N. O., T. & M. R. R. Co. Trains ordered stopped. Order No. 1772. Issued July 29, 1914.

Application to discontinue stopping trains Nos. 4 and 9 at McCoy Station. K. C. S. Ry. Co. Granted. Order No. 1783. Issued September 23, 1914.

Application to discontinue stopping trains Nos. 4 and 9 at McCoy Station. K. C. S. Ry. Co. Granted. Order No. 1873. Issued September 23, 1914.

Application to discontinue stopping trains Nos. 1 and 2 at Cedar Grove. Granted. K. C. S. Ry. Co. Order No. 1809. Issued November 24, 1918.

Application to discontinue trains Nos. 11 and 12 which run between Shreveport and Vivian and return each day. Denied. K. C. S. Ry. Co. Order No. 1810. Issued November 24, 1914.

Stopping trains at Carvel and repairs to depot at that point. L. R. & N. Co. Granted. Order No. 1814. Issued November 24, 1914.

Readjustment of train schedule. K. & E. Ry. Co. Granted. Order No. 1823. Issued November 24, 1914.

Train service through town of Franklin and other points east and west. I., S. M. & E. Ry. Co. Denied. Order No. 1829. Issued November 24, 1914.

Application to discontinue passenger trains Nos. 15 and 16, also Nos. 707 and 708, Alexandria Branch. Application for discontinuance of trains Nos. 3 and 4 between Lafayette and Echo. Application to discontinue trains Nos. 603 and 604, Port Barre Branch. Application to change trains Nos. 810 and 805 from exclusive passenger service to mixed train service on Baton Rouge-Lafayette Branch. Partly granted. M. L. & T. R. R. & S. S. Co. Order No. 1834. Issued November 25, 1914.

Application to discontinue trains Nos. 5 and 6, V., S. & P. Ry. Co. Granted. Order No. 1835. Issued December 15, 1914.

Readjustment of train schedule. A., L. & G. Ry. Co. Granted. Order No. 1842. Issued December 16, 1914.

Readjustment of train schedule. K. & E. Ry. Co. Granted. Order No. 1847. Issued December 16, 1914.

Temporary reduction of passenger service on Shore Line and Bogue Chitto Branches. N. O. G. N. Granted. Order No. 1848. Issued December 17, 1914.

Train service. Readjustment of on L. & W. R. R. Co. Order No. 1857. Issued January 28, 1915.

Application to discontinue trains 11 and 12 on Kansas City Southern Ry. between Shreveport and Vivian. Order No. 1868. Issued January 28, 1915.

Application to discontinue trains 11 and 12 between Shreveport and

Vivian on Kansas City Southern Ry. Order No. 1872. Issued February 23, 1915. Amending Order No. 1868.

Louisiana & Arkansas Ry. for permisison to reduce passenger service. Denied. Order No. 1877. Issued February 23, 1915.

Application of N. O., S. & G. I. R. R. to discontinue the sale of fifty-trip book tickets between Algiers and stations on line. Denied. Order No. 1880. Issued March 5, 1915.

Application of Louisiana Railway & Navigation Company for reduction in passenger service. Granted. Order No. 1884. Issued March 5, 1915.

Reinstatement of passenger trains Nos. 21 and 22, on Shore line of N. O. G. N. R. R. Order No. 1885. Issued March 23, 1915.

Discontinuance of trains 1 and 2 between Hunter and Mansfield, on Railway & Transportation Company. Granted. Order No. 1888. Issued March 23, 1915.

Application of Louisiana & Arkansas Railway Co. to reduce passenger service from double daily to single daily service. Granted. Order No. 1889. Issued March 23, 1915. Amending Order No. 1878.

Passenger service between Jonesville and Wildersville and improvements of tracks. L. & A. Ry. and St. L., I. M. & S. Ry. Order No. 1891. Issued March 25, 1915.

Louisiana & Arkansas Ry. Co. Application to reduce passenger service from double daily to single daily service. Order No. 1897. Issued April 27, 1915. Amending Order No. 1889.

Application of Texas & Pacific Ry. Co. for readjustment of train schedules in Louisiana. Granted. Order No. 1900. Issued April 28, 1915.

Discontinuance of train service instituted under Order No. 1764, on Avoyelles Branch, Tex. & Pac. Ry. Denied. Order No. 1901. Issued April 28, 1915.

Stopping trains 1 and 2 at Holly Ridge. V., S. & P. Ry. Denied. Order No. 1907. Issued May 25, 1915.

Application to discontinue carrying passengers on freight trains. St. L., I. M. & S. Ry. Granted. Order No. 1912. Issued June 23, 1915.

Application to discontinue operation of trains 89 and 90, between Addis and Ferriday, on the Port Allen Branch, T. & P. Ry. Order No. 1913. Amending Order No. 1900. Issued June 23, 1915.

Stopping trains 1 and 2 at Amite, La. I. C. R. R. Order No. 1942. Issued November 16, 1915. Cancelling Order No. 1743.

Train service on south end of La. & Ark. Ry. Order No. 1945. Issued November 16, 1915.

Train service between Baton Rouge and Standard Oil Co.'s plant. L. R. & N. Co. Order No. 1951. Issued November 17, 1915.

Restoration of trains 5 and 6 on V., S. & P. Ry. Order No. 1955. Issued December 13, 1915.

Change of passenger schedule between Eunice and Alexandria. Rock Island lines. Granted. Order No. 1957. Issued December 13, 1915.

Change of schedule of trains 15 and 16, Alexandria Branch, M. L.

& T. Granted. Order No. 1965. Issued January 27, 1916. (Amending Order No. 1739.)

Discontinuance of passenger train service. Zwolle & Eastern Ry. Granted. Order No. 1969.

Discontinuance of trains 5 and 6 between Shreveport and Delta Point. V., S. & P. Ry. Granted. Order No. 1984. Issued April 26, 1916.

Readjustment of train service. L. & N. W. R. R. Order No. 1980. Issued April 27, 1916.

Elimination of Quarry, Henryville, Weavers, Shamrock, Boleyn, Glen and Empire as flag stops for train No. 25. T. & P. Ry. Granted. Order No. 2000. Issued May 23, 1916.

Discontinuance of certain stations between Shreveport and Alexandria as stops for train No. 22. Tex. & Pac. Ry. Granted. Order No. 2001. Issued May 23, 1916.

Connections between St. L., I. M. & S. Ry., trains 303 and 803, and Texas & Pacific train No. 46, at Ferriday. Order No. 2002. Issued May 23, 1916.

Discontinuance of trains 541 and 542 on Napoleonville Branch and trains 641 and 642 on Thibodaux Branch. Tex. & Pac. Ry. Granted. Order No. 2003. Issued May 23, 1916.

Discontinuance of operation of Black River Branch and removal of certain portions of track, etc. Granted. St. L., I. M. & S. Ry. Order No. 2012. Issued June 20, 1916.

Application to discontinue freight stop at Mestier. M. L. & T. R. R. Granted. Order No. 2021. Issued July 17, 1916.

Application to discontinue freight stop one and one-half miles east of Des Allemands. M. L. & T. R. R. Granted. Order No. 2022. Issued July 17, 1916.

Train service between Grangeville and Natalbany. N. O. N. & N. Ry. Denied. Order No. 2031. Issued September 14, 1916.

Discontinuance of stopping train No. 9 at Gas Center. K. C. S. Ry. Granted. Order No. 2048. Issued October 17, 1916.

Suspension of trains 20 and 29 between New Orleans and Addis. T. & P. Ry. Granted. Order No. 2159. Issued December 19, 1917.

Mansfield Railway & Transportation. Petition to discontinue train service between Oak Hill and Hunter. Granted. Order No. 2061. Issued January 15, 1917.

M. L. & T. R. R. & S. S. Co., application to discontinue exclusive passenger train service on Lake Arthur Branch and install mixed train service. Granted. Order No. 2070. Issued February 9, 1917.

Train service in and out of Ferriday. St. L., I. M. & S. Ry. and L. & A. Ry. Service ordered restored. Order No. 2074. Issued February 9, 1917.

Leaving time of train No. 5 from New Orleans. M. L. & T. R. R. & S. S. Co. Dismissed. Order No. 2079. Issued March 20, 1917.

Stopping trains at Cedar Grove. K. C. S. Ry. Dismissed. Order No. 2081. Issued March 20, 1917.

Train service in and out of Ferriday. St. L., I. M. & S. Ry. and L. & A. Ry. Reopening of case. Order No. 2085. Issued March 21, 1917.

Train service in and out of Ferriday. Texas & Pacific Railway made parties to the case. Order No. 2086. Issued March 21, 1917.

Change of schedule of branch line train between Crowley and Eunice. N. O., T. & M. Ry. Co. Dismissed. Order No. 2094. Issued April 11, 1917.

Train service in and out of Ferriday. St. L., I. M. & S. Ry., La. & Ark. Ry. Co. and T. & P. Ry. Affirming Order No. 2095. Issued April 11, 1917.

Better accommodations for negro passengers. L. & N. W. R. R. Dismissed. Order No. 2101. Issued July 18, 1917.

Application of New Orleans & Lower Coast R. R. to change morning service from regular passenger train to mixed or combination train. Granted. Order No. 2103. Issued July 18, 1917.

Discontinuance of passenger trains 1 and 2, Lake Charles & Northern R. R. Co. Granted. Order No. 2109. Issued July 18, 1917.

Application of T. & P. Ry. for curtailment of certain passenger trains. Dismissed. Order No. 2110. Issued July 19, 1917.

Selling tickets and carrying passengers and freight between Slidell and North Slidell and New Orleans. N. O. G. N. R. R. and N. O. & N. E. R. R. Co. Order No. 2124, amending Order No. 2119. Issued September 11, 1917.

Application to discontinue Monroe-Alexandria sleeper. Mo. Pac. R. R. Co. Granted. Order No. 2122. Issued September 4, 1917.

Readjustment of passenger train schedule. Lake Charles & Northern R. R. Denied. Order No. 2132. Issued October 23, 1917.

Stopping certain passenger trains at Sarto on flag. L. R. & N. Co. Ordered stopped. Order No. 2134. Issued October 24, 1917.

Stopping trains 1, 2, 3 and 4 at Rexmere. L. R. & N. Co. Trains 3 and 4 ordered stopped. Order No. 2135. Issued October 24, 1917.

Stopping trains 3 and 4 at Kleinwood. L. R. & N. Co. Denied. Order No. 2136. Issued October 24, 1917.

Separate smoking compartments or coaches and separate toilets for the sexes for colored people on passenger trains in Louisiana. Ordered in. All railroads. Order No. 2137. Issued October 25, 1917.

Discontinuance of operation of trains 807 and 808 on Alexandria Branch, M. L. & T. R. R. & S. S. Co. Denied. Order No. 2145. Issued December 5, 1917.

Suspension of certain passenger trains. T. & P. Ry. Co. Granted. Order No. 2150. Issued December 5, 1917.

Application for authority to change exclusive passenger trains 1 and 2 to mixed trains. Tremont & Gulf Ry. Denied. Order No. 2158. Issued December 19, 1917.

Rearrangement of train service between Alexandria and New Orleans. Order No. 2175. Issued February 19, 1918.

Changing exclusive passenger service to mixed service. Tremont & Gulf Ry. Order No. 2178. Issued February 19, 1918.

Discontinuance of trains 633 and 634 between El Dorado and Winnfield. C., R. I. & P. Ry. Denied. Order No. 2179. Issued February 19, 1918.

Stopping trains 3 and 4 on flag at Selgen. Order No. 2191. Issued March 19, 1918.

Trains 147 and 148, between Eudora and Lake Providence, discontinued. M. P. R. R. Order No. 2194. Issued March 19, 1918.

Discontinuance of Sunday service between Ethel and Clinton, denied. Order No. 2223. Issued July 23, 1918.

Train service on the Port Allen Branch of the Texas & Pacific Railway. Order No. 2242. Issued December 17, 1918.

Discontinuance of trains Nos. 807 and 808 between Lafayette and Alexandria. Order No. 2243. Issued December 17, 1918.

Train service out of Alexandria by the M. L. & T. R. R. on trains Nos. 805 and 806. Order No. 2246. Issued December 17, 1918.

Transfer Charges.

Rates established for transferring freight from I. C. R. R. to K., G. & S. W. R. R. at Kentwood, there being no track connection. Order No. 525. Issued May 14, 1906.

Transfer and drayage charges being added and making joint through rates. All railroads. Order No. 1728. Issued May 14, 1914.

Tropical Fruits and Vegetables.

Rates on tropical fruits from New Orleans and points to Shreveport, Alexandria, Monroe and points. Tex. & Pac. Ry. et al. Granted. Order No. 2009. Issued June 20, 1916.

Trucks and Tarpaulins.

All railroad companies required to furnish the Commission, by December 1, 1906, with a list of stations showing where trucks or tarpaulins for protection and handling of baggage have been provided. Order No. 591. Issued November 9, 1906. (Modifies Order No. 574, supra.)

Turpentine Rates.

Petition for reduction of rates on turpentine in tank cars, from point on East Louisiana Railroad, known as Ten-Mile Spur, to New Orleans, denied. Order No. 474. Issued November 10, 1905.

Violation of Rules.

Not stopping trains at county seats. Y. & M. V. R. R. Co. fined one thousand dollars for failure to stop its trains at Convent. Order No. 10. Issued June 21, 1899. (Amended by Order No. 11.)

Not stopping trains at county seat. Y. & M. V. R. R. Co.'s fine reduced from one thousand dollars to two hundred and fifty dollars, for not stopping trains at Convent. Order No. 11. Issued June 21, 1899.

Charging more than tariff rates. The Western Union Telegraph Co. fined five hundred dollars for charging more than rates established by the Commission on message from Sodus to Mansfield. Order No. 28. Issued November 24, 1899. (Fine reduced to one hundred dollars and paid.)

Complaint against Cumberland Tel. & Tleg. Co. for refusing to receive and transmit message at Thibodaux, dismissed, as facts were not proven. Order No. 40. Issued December 20, 1899.

Houston, East & West R. R. Co. fined two hundred and fifty dollars for charging more than rates established by the Commission on cotton from Keachie and Logansport, to New Orleans. Order No. 43. Issued January 30, 1900.

Complaint against Cumberland Tel. & Teleg. Co., for raising rates at Franklin, dismissed. No violation of rules found. Order No. 60. Issued April 26, 1900.

The Houston & Shreveport R. R. Co. fined two hundred and fifty dollars for charging more than authorized rates on shipments of cotton from Keachie and Logansport to New Orleans. Order No. 63. Issued April 26, 1900. (Paid.)

Complaint of Henry McCall vs. T. & P. Ry. Co., alleging violation of contract for transportation of sugar cane, dismissed. No violation found, and Commission is of opinion that it had no jurisdiction in this case. Order No. 69. Issued May 25, 1900.

Complaint against the St. Louis S. W. Ry. Co., for discontinuance of Willow Chute flag station, dismissed. Order No. 77. Issued June 29, 1900.

Complaint against the Pullman Company for failure to provide ice water on sleeping cars, dismissed, it having been shown that it was the duty of the railroad company, under the contract with the Pullman Company, to provide ice. It was also shown that every effort had been made to secure ice, which had become exhausted, by the railroad company. Order No. 80. Issued June 29, 1900.

Complaint against the T. & P. Ry. Co. for failure to provide water in stations, dismissed. The Commission held that its rules are complied with when water is kept in offices at stations, and a notice to that effect is posted in the waiting rooms. Order No. 82. Issued August 2, 1900.

Complaint of Cumberland T. & T. Co. for violation of rules by raising rates for service at Shreveport, dismissed. Order No. 85. Issued August 2, 1900.

Complaint against Ward & Bass, operating gasoline boats, for September 21, 1900.

Complaint against St. Louis S. W. Ry. Co., for failure to provide water closets, sustained, and company fined one hundred dollars for each offense, by failure to provide water closets at Benson and Alden's Bridge. Order No. 95. Issued September 21, 1900.

Complaint against the St. Louis S. W. Ry. Co., alleging overcharge in rates, dismissed. The rates inserted by the agent in error, and overcharges refunded. Order No. 96. Issued September 21, 1900.

Millsaps vs. V., S. & P. Ry. Co. Raising rates on cotton from Monroe to New Orleans, passing through a portion of Mississippi. Such shipments are interstate, and this Commission has no jurisdiction. Order No. 97. Issued September 21, 1900.

Complaint against the St. Louis S. W. Ry. Co. for failure to keep water in waiting rooms, dismissed. The company keeps water in agent's office, with printed notice over the ticket window to that effect. Order No. 98. Issued September 21, 1900.

Complaint against Western Union Telegraph Co., for collecting charges for delivery of message at Mansfield, dismissed. Order No. 119. Issued November 16, 1900.

The K. C. S. Ry. Co. fined the sum of one thousand dollars for discontinuing the sale of tickets at Hollingsworth station. Order No. 121. Issued November 16, 1900. (Contested in the civil courts, and there pending.)

Complaint against the Western Union Telegraph Co. for charging for delivery of message at Donaldsonville. Dismissed. It was shown that service is now satisfactory. Order No. 145. Issued March 21, 1901.

Complaint against L. P. Delcroix for not filing tariff as required by the rules of the Commission, dismissed. Order No. 202. Issued June 27, 1901.

Complaint against St. Louis S. W. Ry. Co. for raising minimum weights established by the Commission on hay, carloads, dismissed. No violation found upon investigation. Order No. 204. Issued June 27, 1902.

The Cumberland Tel. & Teleg. Co. fined the sum of two thousand dollars for charging more than authorized rates, for a three-minute conversation from Gibson to New Orleans. Order No. 205. Issued June 27, 1902.

Order No. 205, imposing a fine against the Cumberland Tel. & Teleg. Co., reaffirmed. Order No. 209. Issued July 22, 1902.

Complaint against the T. & P. Ry. Co. for failing to report delays in trains dismissed on account of extenuating circumstances surrounding the cases in particular. Order No. 210. Issued August 13, 1902.

Complaint against the V., S. & P. Ry. Co., for not posting bulletin board at Gibsland, on October 16, 1902, dismissed. Order No. 237. Issued November 20, 1902.

Complaint against the M. L. & T. R. R. & S. S. Co. for not stopping trains at Bowie, dismissed. Order No. 259. Issued February 23, 1903.

Complaint against the M. L. & T. R. R. & S. S. Co. for not stopping trains at Bowie, dismissed, as investigation showed that the failure to stop trains at Bowie was due to an error of instruction during a time when the confusion due to moving the offices of the company existed. Order No. 272. Issued March 12, 1903.

Complaint against L. V. Cooley and Steamer "America" for violation of rules, dismissed. No violation found. Order No. 284. Issued June 26, 1903.

Complaint against the Ark. Southern R. R. Co. for violation of Rule No. 51 by refusing to receipt for cotton when tendered, dismissed. Cotton was offered at private platforms and not the company's station. Order No. 313. Issued November 4, 1903.

Complaint of Slaughter vs. Cumberland Tel. & Teleg. Co. for violation of rules by discontinuing service, dismissed. Order No. 329. Issued January 26, 1904.

Complaint against the T. & P. Ry. Co., for violation of Commission's established rates, dismissed. Agent, in error, inserted the incorrect rate in expense bill. Company warned against future offenses. Order No. 331. Issued January 28, 1904.

Complaint against the Southwestern Tel. Co. for violation of rules, for not filing tariffs, dismissed. Order No. 351. Issued April 5, 1904.

Complaint against the La. & N. W. R. R. Co. and the V., S. & P. Ry. Co. for not settling claims within time required by Commission's rules, dismissed; and carriers warned that future complaints will be summarily dealt with, and carriers fined. Order No. 370. Issued August 10, 1904.

Complaint against Commercial Telegraph & Cable Co. (Postal Telegraph Company), for charging for delivery of message within free delivery limits, in New Orleans, dismissed. Order No. 377. Issued August 10, 1904.

Complaint against the I. C. R. R. Co. for violation of car service rules, dismissed, on motion of plaintiffs. Order No. 378. Issued August 10, 1904.

Complaint against St. L., I. M. & S. Ry. Co. for not posting bulletin board at Georgetown and Olla, dismissed. Order No. 444. Issued May 25, 1905.

Complaint against Frank Tucker, master, steamer "America," for not filing tariffs, dismissed. Order No. 447. Issued May 25, 1905.

Complaint against the Cumberland Tel. & Teleg. Co., for not delivering message promptly, dismissed. Commission held that question involved is one of damage which does not come within its jurisdiction. Order No. 480. Issued November 10, 1905.

Complaint against the Natchez, Urania & Ruston Ry. Co., for not filing annual report in time required by rules, dismissed. Order No. 493. Issued January 9, 1906.

Complaint against the Louisiana Western Railroad Co. for failure to furnish cars at Gueydan, in compliance with Rule No. 60. Said com-

pany fined the sum of five hundred dollars. Order No. 505. Issued March 8, 1906.

Complaint against the Western Union Teleg. Co., for failure to deliver message at Ruston, La., dismissed. Order No. 513. Issued May 15, 1906.

Complaint against the T. & P. Ry. Co., for not posting bulletin board at White Castle. Defendant company fined in the sum of one hundred dollars. Order No. 522. Issued May 16, 1906.

Complaint against the N. O. & N. W. R. R. Co., for violating the rule requiring ice water to be kept in coaches, dismissed. Order No. 569. Issued October 10, 1906.

Complaint against the St. L., I. M. & S. Ry. Co., failure to post bulletin at Riverton. Defendant company fined one hundred dollars. Order No. 570. Issued October 10, 1906.

Complaint against the T. & P. Ry. Co., failure to post bulletin at Alexandria. Defendant company fined one hundred dollars. Order No. 571. Issued October 10, 1906.

The N. O. & N. W. R. R. Co. fined one hundred dollars for not having depot at Ferriday lighted on night of August 22, 1906. Order No. 575. Issued October 10, 1906. (Suit filed for collection and pendente lite, fine was paid.)

Complaint against the Loring & Western R. R. Co., for violating rules by raising rates for the transportation of staves, dismissed, the company not having violated any rules. Order No. 582. Issued October 11, 1906.

The La. & N. W. R. R. Co. fined one hundred dollars for not having separate waiting rooms for white people and negroes, in depot at Blenville. Order No. 538. Issued October 11, 1906.

Complaint against the K. C. S. Ry. Co., failing to provide separate waiting rooms at Pickering depot, dismissed. Order No. 588. Issued November 9, 1906.

Western Union Telegraph Co. fined one hundred dollars for failure to deliver message. (Supreme Court of Louisiana, in case of Western Union Tel. Co. vs. Railroad Commission, held that the Commission has no power to regulate or control the service of telegraph companies, and this order, under said decision, is null and void.) Order No. 652. Issued February 6, 1907.

Complaint against St. L., I. M. & S. Ry. Co., for violating rules governing furnishing of cars, dismissed. Order No. 666. Issued March 19, 1907. Not sustained.

Complaint against the St. L., I. M. & S. Ry. Co., for violating rules governing the furnishing of cars, dismissed. Order No. 667. Issued March 19, 1907. Not sustained.

Complaint against the St. L., I. M. & S. Ry. Co., for not posting bulletin board at Georgetown, dismissed. Order No. 750. Issued July 24, 1907. Not sustained.

Complaint of Steamboats' Traffic Association vs. Steamers "Con-

cordia" and "Vernie Swayne," for undercharging shippers, dismissed. Not sustained. Order No. 771. Issued September 13, 1907.

St. Louis, Iron Mountain & Sou. Ry. Co. fined one hundred dollars for not posting bulletin board on July 4, 1907, at Collinston. Suit to collect fine filed in District Court at Baton Rouge. Pending. Order No. 810. Issued October 31, 1907.

St. Louis, Iron Mountain & Sou. Ry. Co. fined one hundred dollars for not providing drinking water, and not posting bulletin board at Columbia, when train was late. Order No. 811. Issued October 31, 1907. (Suit to collect fine filed in District Court at Baton Rouge. Pending.)

Complaint against the St. L., I. M. & S. Ry. Co., for removing agent at Alsatia, and closing office, dismissed. Operator reinstated during the pendency of the investigation, and complaint withdrawn. Order No. 834. Issued December 17, 1907.

Violation of rules relative to stopping trains at grade crossings not protected by interlocking devices. Railroad Commission of Louisiana vs. Louisiana Railway & Navigation Co. and Y. & M. V. R. R. Co. No. 1016. Fined \$5,000 each. Order No. 934.

Violation of rules by removing portion of tracks at Creston, without the consent of the Commission. Railroad Commission of Louisiana vs. Louisiana & Northwest R. R. Co., No. 1040. Fined one hundred dollars. Order No. 931.

Violation of rules governing the furnishing of cars to shippers. Railroad Commission of Louisiana vs. St. L., I. M. & S. Ry. Co., No. 932. Said company fined five hundred dollars. Order No. 856.

Rules, violation of, by removing portion of tracks at Creston, without protected by interlocking devices. Railroad Commission of Louisiana vs. Louisiana Railway & Navigation Co. and Y. & M. V. R. R. Co., No. 1016. Fined \$5,000 each. Order No. 934.

Rules, violation of, relative to stopping trains at grade crossings out the consent of the Commission. Railroad Commission of Louisiana vs. Louisiana & Northwest R. R. Co., No. 1040. Fined one hundred dollars. Order No. 931.

Violation of rules, governing furnishing of cars, N. O. G. N. R. R. Case dismissed. Order No. 990. Issued February 26, 1909.

Violation of rules, Y. & M. V. R. R. Co., failing to stop trains at crossing of L. R. & N. Co. tracks, north of Baton Rouge. Dismissed. Order No. 1034. Issued July 27, 1909.

Violation of rules. Charging more than authorized rates. Dismissed. Order No. 1015. Issued May 27, 1909.

Tioga. Violation of rules at, by St. L., I. M. & S. Ry. Co. Failing to provide lights and water. Dismissed. Order No. 1063. Issued October 28, 1909.

Violation of orders. Case against L. R. & N. Co. dismissed. Order No. 966. Issued January 27, 1909.

St. L., I. M. & S. Ry. Co. Violation of rules. Dismissed. Order No. 1015. Issued May 27, 1909.

St. L., I. M. & S. Ry. Co. Railroad Commission of Louisiana vs., violation of rules at Tioga by failing to provide lights and water. Dismissed. Order No. 1063. Issued October 28, 1909.

M. L. & T. R. R. & S. S. Co., violation of rules governing passenger fares. Dismissed. Order No. 1010. Issued May 27, 1909.

V., S. & P. Ry. required to establish flag stop at Tendall. Order No. 1055. Issued September 30, 1909.

Not building depot at Zwolle. K. C. S. Ry. Co. Dismissed. Order No. 1090. Issued January 26, 1910.

Refusing to accept shipments at authorized rates. T. & P. Ry. Co. Dismissed. Order No. 1095. Issued January 26, 1910.

Not having ticket office at Georgetown station open thirty minutes before train time. La. & Ark. Ry. Co. Dismissed. Order No. 1096. Issued January 26, 1910.

Changing rates without the consent of the Commission. The Pullman Company. Dismissed. Order No. 1099. Issued February 24, 1910.

Not having stoves in waiting rooms at Abite Springs. N. O. G. N. R. R. Co. Dismissed. Order No. 1102. Issued February 24, 1910.

Not posting bulletin board at Georgetown when train was late. St. L., I. M. & S. Ry. Co. Dismissed. Order No. 1103. Issued February 24, 1910.

Violation of rules. Removing interchange switch track near West Lake, La. M. L. & T. R. R. & S. S. Co. Dismissed. Order No. 1152. Issued June 30, 1910.

Removing portion of track without consent of Commission. K. G. & S. W. Ry. Co. Dismissed. Order No. 1157. Issued June 30, 1910.

Discontinuance of flag stop at Linecum. St. L., I. M. & S. Ry. Co. Flag stop re-established. Order No. 1164. Issued June 30, 1910.

Not loading baggage at Columbia, La. St. L., I. M. & S. Ry. Co. Fined one hundred dollars. Order No. 1167. Issued June 30, 1910.

Removing portion of interchange switch track near Westlake. Fined one hundred dollars. K. C. S. Ry. Co. Order No. 1168. Issued June 30, 1910.

Not having light in waiting room at Glynn Station. T. & P. Ry. Co. Dismissed. Order No. 1190. Issued September 30, 1910.

Notice to show cause why fine shall not be imposed. Pacific Express Co. Dismissed. Order No. 1242. Issued February 22, 1911.

Violation of rules by refusing to refund concentration charges. L. & N. W. R. R. Co. Dismissed. Order No. 1250. Issued April 27, 1911.

Violation of rules by not providing separate waiting rooms for the races at Myrtis, La. K. C. S. Ry. Co. Company ordered to build new depot at Myrtis within ninety days. Order No. 1257. (Amended by Order No. 1261.) Issued April 27, 1911.

Cases 1446 and 1453 consolidated. L. & N. W. R. R. Co. Fined \$2,000. Order No. 1258. Issued April 27, 1911.

Violation of rules by not providing separate waiting rooms for the

races at Myrtis, La. K. C. S. Ry. Co. Depot ordered built at Myrtis within ninety days. Order No. 1261. (Amends Order No. 1257.) Issued May 24, 1911.

T. & P. Ry. Co. and St. L., I. M. & S. Ry. Co. Fined one hundred dollars each for violating Rule No. 68 relative to overcharges. Order No. 1289. Issued July 27, 1911.

Violation of Order No. 919, relative to interchange track at Crowley. L. W. R. R. Co. et al. Dismissed. Order No. 1293. Issued September 20, 1911.

Violation of Order No. 1193, relative to depot facilities at Hammond, La. I. C. R. R. Case dismissed. Order No. 1301. Issued September 22, 1911.

Violation of Rule No. 48, relative to ice water in passenger coaches. M. L. & T. R. R. & S. S. Co. Case dismissed. Order No. 1311. Issued September 22, 1911.

Violation of Rule No. 48, relative to ice water in passenger coaches. N. O., T. & M. R. R. Co. Case dismissed. Order No. 1312. Issued September 22, 1911.

Violation of rules and regulations relative to publishing rate in excess of authorized rates of the Commission. V., S. & P. Ry. Co. Case dismissed. Order No. 1318. Issued October 26, 1911.

N. O., G. & N. R. R. Co. Fined \$1,000. Order No. 1334. Issued December 21, 1911.

Washout. Repairing damage to right of way near Florence caused by washout. St. L., I. M. & S. Ry. Co. Order No. 1173. Issued July 28, 1910.

Yazoo & Mississippi Valley Railroad Co. Violation of rules and regulations relative to placing cars. Order No. 1379. Issued February 29, 1912.

Unsafe condition of roadbed on branch line of N. O., T. & M. R. R. between Crowley and Eunice. Order No. 1381. Issued February 29, 1912.

Roadbed and track on Napoleonville Branch of M. L. & T. R. R. & S. S. Co. Ordered improved. Order No. 1397. Issued April 10, 1912.

Violation of rules and regulations in regard to failure to properly bulletin trains at Opelousas. N. O., T. & M. R. R. Dismissed. Order No. 1400. Issued April 10, 1912.

Violation of rules and regulations in refusing to refund concentration charges. Louisiana & Northwest R. R. Co. Dismissed. Order No. 1417.

Violation of rules and regulations in refusing to refund concentration charges. Dismissed. Louisiana & Northwest Railroad Co. Order No. 1418. Issued June 26, 1912.

Violations of the provisions of Order No. 1251. Home Telephone Company. Dismissed. Order No. 1419. Issued June 26, 1912.

Violation of Order No. 1287, relative to establishment and operation

of interchange tracks and connections at Rayne, La. Louisiana Western R. R. Co. and O., G. & N. E. Ry. Co. Dismissed. Order No. 1420.

Violations of rules and regulations in reference to making train connections at Addis. T. & P. Ry. Co. Dismissed. Order No. 1422. Issued June 26, 1912.

Violation of Order No. 1252 by L. R. & N. Co., concerning Essen Spur. Order No. 1426. Issued June 26, 1912.

Violation of rules by discontinuing trains without consent of Commission. La. Western R. R. Co. Order No. 1437. Issued July 25, 1912.

Violation of rules by failing to rebuild depot at Homer in ninety days. L. & N. W. R. R. Co. Order No. 1445. Issued September 26, 1912.

Violation of orders by Wells Fargo & Company Express. Case dismissed. Order No. 1454. Issued September 26, 1912.

Overcharges on cotton seed shipments to New Roads from points on St. L., I. M. & S. Ry. Co. Order No. 1462. Issued September 27, 1912.

Violation of Rule No. 20. L. R. & N. Co. Dismissed. Order No. 1485. Issued November 13, 1912.

Violations of rules and regulations. N. O., T. & M. R. R. Co. Dismissed. Order No. 1485. Issued November 13, 1912.

Violation of rules and order. Violation of Order No. 1395. Rule No. 18. N. O., T. & M. R. R. Co. Fined \$100.00. Order No. 1487. Issued November 13, 1912.

Violation of Rule No. 46, by failing to properly post bulletin board at Eunice. N. O., T. & M. R. R. Co. Fined \$100.00. Order No. 1488. Order No. 1504. Issued January 16, 1913.

Violations of rules, regulations and orders of the Commission. M. L. & T. R. R. & S. S. Co. Fined \$100.00. Order No. 1491. Issued November 13, 1912.

Not posting bulletin boards. L. R. & N. Co. and N. O., T. & M. Order No. 1504. Issued January 16, 1913.

Not having waiting room at Eunice properly lighted. N. O., T. & M. R. R. Co. Order No. 1507. Issued January 16, 1913.

K. C. S. Ry. Co. Not providing heating appliances on passenger coaches. Order No. 1518. Issued February 20, 1913.

V., S. & P. Ry. Co. Order No. 1520. Issued February 20, 1913.

Violations of provisions of Rule No. 46, relative to bulletining trains. L. C. & N. R. R. Co. Order No. 1547. Issued April 17, 1913.

Violations of provisions of Rule No. 46, relative to bulletining trains. G. & S. R. R. R. Co. Order No. 1548. Issued April 17, 1913.

Violation of Rule No. 46, relative to bulletining trains. Y. & M. V. R. R. Co. (B. R., H. & E. Div.) Order No. 1550. Issued April 17, 1913.

Violation of rules and regulations by closing office at Jeanerette. Western Union Telegraph Co. Order No. 1552. Issued April 17, 1913.

Claim for overcharges filed by Paxton & Co. on behalf of numerous shippers and consignees. St. L., I. M. & S. Ry. Co. Order No. 1556. Issued May 27, 1913.

Claim for overcharges filed by Paxton & Co. on behalf of numerous shippers and consignees. St. L., I. M. & S. Ry. Co. Order No. 1557. Issued May 27, 1913.

Claim for overcharges filed by Paxton & Co. on behalf of numerous shippers and consignees. C., R. I. & P. Ry. Co. Order No. 1558. Issued May 27, 1913.

Claim for overcharges filed by Paxton & Co. on behalf of numerous shippers and consignees. S. L., I. M. & S. Ry. Co. Order No. 1559. Issued May 27, 1913.

Violation of provisions of Order No. 1351. Southern Express Co. and Wells Fargo & Company Express. Order No. 1561. Issued May 27, 1913.

Violation of provisions of Order No. 1484. V., S. & P. Ry. Co. Order No. 1576. Issued May 28, 1913.

Violations of provisions of Order No. 1506. T. & P. Ry. Co. Order No. 1582. Issued June 26, 1913.

Violation of provisions of Order No. 1342 and Rule No. 72. St. L. S. W. Ry. Co. Order No. 1586. Issued June 25, 1913.

Violation of provision of Rule No. 55-g. L. R. & N. Co. Order No. 1587. Issued June 27, 1913.

In the matter of violation of provision of Order No. 1404. N. O., S. & G. I. R. R. Co. Order No. 1590. Issued July 21, 1913.

Violation of provision of Rule 48-b, relative to lighting coaches. M. L. & T. R. R. & S. S. Co. and T. & P. Ry. Co. Order No. 1614. Issued September 26, 1913.

Violation of provisions of Rule 52, relative to refusing to accept freight for transportation. M. L. & T. R. R. & S. S. Co. Order No. 1616. Issued September 26, 1913.

Violation of provisions of Orders Nos. 1517 and 1551. Y. & M. V. R. R. Co. and N. O., T. & M. R. R. Co. Order No. 1644. Issued October 24, 1913.

Violation of Order No. 219. K. C. S. Ry. Co. Order No. 1650. Issued December 2, 1913.

Violation of provisions of Order No. 1615, relative to prompt handling of passenger trains by transfer. N. O., T. & M. R. R. Co. Order No. 1675. Issued December 3, 1913.

St. L., I. M. & S. Ry. Co., relative to depot at Forest. Order No. 1673. Issued January 29, 1914.

Violation of rules relative to reporting accidents. V., S. & P. Ry. Co. Dismissed. Order No. 1678. Issued January 29, 1914.

American Express Co. fined \$100.00. Order No. 1680. Issued January 29, 1914.

Violation of rules by Y. & M. V. R. R. Co. Fined \$500. Order No. 1644 cancelled. Order No. 1683. Issued February 17, 1914.

Violation of provisions of Rule 55-g, Paxton & Co. vs. L. R. & N. Case dismissed. Order No. 1692. Issued February 19, 1914.

Violation of rules relative to keeping waiting room at Greenwood properly heated. Order No. 1704. Issued March 26, 1914.

Violation of rules relative to closing Elmore Station without consent of the Commission. Case dismissed. Order No. 1705. Issued March 26, 1914.

Violation of Rule No. 26, relative to posting trains. M. L. & T. R. R. & S. S. Co. Case dismissed. Order No. 1723. Issued May 12, 1914.

Violation of provisions of Rule 97, relative to filing annual reports. A., L. & G. Ry. Co. et al. Dismissed. Order No. 1802. Issued October 22, 1914.

Violation of rules and regulations. Steamboat J. H. Menge. Dismissed. Order No. 1803. Issued October 22, 1914.

Violation of Rule No. 46, relative to posting bulletin boards. Tex. & Pac. Ry. Dismissed. Order No. 1977. Issued March 14, 1916.

Violation of Rule No. 18-b, relative to branch line trains making connections with main line trains. Tex. & Pac. Ry. Connections ordered. Order No. 1977. Issued March 14, 1916.

Violation of Rule No. 48, relative to providing ice water in passenger coaches. N. O., T. & M. Dismissed. Order No. 2027. Issued July 18, 1916.

Violation of Rule No. 46, relative to posting bulletin boards. N. O., T. & M. and Y. & M. V. Dismissed. Order No. 2026. Issued July 18, 1916.

Violation of Rule 18-b, relative to accommodations on passenger trains. N. O., T. & M. Fined \$100.00. Order No. 2028. Issued July 18, 1916.

Violation of Rule No. 48-b, relative to light in passenger coaches. N. O., T. & M. Fined \$100.00. Order No. 2029. Issued July 18, 1916.

Violation of rule relative to discontinuance of passenger trains. N. I. & N. R. R. Co. Dismissed. Order No. 2032. Issued September 14, 1916.

Violation of provisions of Order No. 1509, relative to linen covers. L. R. & N. Dismissed. Order No. 2046. Issued October 17, 1916.

Violation of Rule No. 46, relative to posting bulletin boards. N. O. Ry. Dismissed. Order No. 2057. Issued December 5, 1916.

Violation of rules and regulations relative to filing tariffs. Southwestern Traction & Power Co. Dismissed. Order No. 2055. Issued December 5, 1916.

Filing annual reports. Rule established. Order No. 2062. Issued January 16, 1917.

Violation of provisions of Order No. 1660, relative to installation of an improved block system on its line. T. & P. Ry. Co. Fined \$5,000.00. Order No. 2069. Issued February 8, 1917.

Violation of Rule 48-b, relative to light in passenger coaches. N. trains. N. O., T. & M. Ry. Co. Dismissed. Order No. 2071. Issued February 9, 1917.

Violation of Rule 48-b, relative to light in passenger coaches. N. O., T. & M. Ry. Co. Dismissed. Order No. 2072. Issued February 9, 1917.

Violation of Rule No. 70, relative to opening of depots. L. R. & N. Co. Dismissed. Order No. 2080. Issued March 20, 1917.

Violation of provisions of Order No. 1660, relative to installation of an improved block system on its lines in Louisiana. T. & P. Ry. Co. Dismissed. Order No. 2100. Issued June 6, 1917.

Violation of provisions of Order No. 1921, and reparation. Trans-Mississippi Terminal Railroad Co. Refund ordered. Order No. 2117. Issued September 4, 1917.

Violation of rules relative to discontinuing trains without consent of Commission. T. & P. Ry. Fined \$5,000.00. Order No. 2149. Issued November 22, 1917.

Application for reduction of fine imposed by Order No. 2149. T. & P. Ry. Granted. Order No. 2160. Issued December 19, 1917.

Violation of provisions of Rule No. 24, relative to reporting accidents. T. & P. Ry. Fined \$500.00. Order No. 2068. Issued February 8, 1917.

Violation of Rule 48-2, relative to step boxes on passenger trains. Order No. 2170. Issued February 19, 1918.

Violation of rules relative to filing monthly accident reports. Order No. 2171. Issued February 19, 1918.

Violation of Rule 18-b, relative to branch line trains waiting for connections. T. & P. Ry. Dismissed. Order No. 2182. Issued February 20, 1918.

Water in Cars.

All railroads must furnish clean, clear water in the tanks of all sleeping cars and day coaches, whether for drinking or other purposes. General Order No. 403. Issued November 15, 1904.

Water Competition.

Southern Pacific Company given special authority to meet water competition to Bayou Lafourche points, pending investigation into rates charged by boats. Special order. Issued May 20, 1899.

Whisky.

Rates on whisky, by express, established from Monroe to points on Rock Island Railway, Monroe Progressive League vs. Sou. Express Co. et al. Order No. 773. Issued September 13, 1907.

Application for cancellation of rates on, and apply class rate instead. Order No. 1703. Issued March 26, 1914.

Application for authority to cancel certain rates on whisky. New Orleans to Louisiana points. T. & P. Ry. Co. et al. Denied. Order No. 1776. Issued July 29, 1914.

Wire, Nails, Etc.

Proposed readjustment of rate on wire, nails, etc., carloads, New Orleans to Lafayette. Case dismissed. Order No. 1699. Issued March 24, 1914.

Rates on wire nails and cotton piece goods, L. C. L., readjustment of. L. & A. Ry. Co. et al. Case dismissed. Order No. 1738. Issued May 26, 1914.

Wood. (See also "Cord Wood.")

Rate of \$1.00 per cord on wood, established from points on East La. Railroad to New Orleans. Order No. 172. Issued October 10, 1901. (Amended by Order No. 182.)

Rates established on wood from points on East Louisiana Railroad to New Orleans. Order No. 182. Issued November 21, 1901. Cancels Order No. 172. (Rates cancelled by subsequent authorities issued by the Commission to N. O. G. N. R. R. Co.)

Rate of \$1.15 per cord on wood, for fuel, C. L., established from points on East La. R. R. to New Orleans. Order No. 191. Issued March 14, 1902. (Amends Order No. 182.) (Rates cancelled by subsequent authorities issued by the Commission to N. O. G. N. R. R. Co.)

Rates on wood to be manufactured into excelsior, shipped into Shreveport from various railroads entering Shreveport. Order No. 299. Issued September 30, 1903.

T. & P. Ry. Co., O., G. & N. E. R. R. Co. Unreasonable rates on cord wood. Defendants are required, after September 25, 1907, to charge no more than \$1.30 per cord, carloads. Order No. 761. Issued September 13, 1907.

T. & P. Ry. Co. Unreasonable, excessive and discriminating rates on cord wood, from joint track station to Alexandria. Order No. 794. Issued October 31, 1907.

Cord wood, rates on, from Rio to New Orleans. Citizens of Poole's Bluff vs. N. O. G. N. R. R. Co., No. 1011. Ordered to apply authority No. 5126. Order No. 899.

T. & P. Ry. Co. required to establish rate of \$5.00 per car on slabs to Natchitoches. Contested by the Texas & Pacific Ry. Co. by filing suit in Twenty-second Judicial District Court at Baton Rouge; afterward compromised by agreement to establish a rate of \$7.50 per car. Order No. 1023. Issued July 1, 1909.

Rates on cord wood from stations on the N. O. G. N. R. R. to New Orleans. Order No. 1121. Issued March 23, 1910.

Rates on slab wood to Covington. N. O. G. N. Rates established. Order No. 1145. Issued May 25, 1910.

Summer rates on cord wood. T. & P. Ry. Co. Rates established. Order No. 1174. Issued July 28, 1910.

Rates on cord wood on T. & P. Ry. established. Order No. 1448. Issued September 26, 1912.

Establishing rates on cord wood per 100 pounds instead of per cord.
N. O. G. N. R. R. Co. Order No. 1528. Issued March 25, 1913.

Rates on cord wood. N. O. G. N. R. R. Co. Order No. 1541. Issued April 15, 1913.

Application to rescind Order No. 1085, relative to rate on cord wood.
Y. & M. V. R. R. Co. Order No. 1654. Issued December 3, 1913.

Application to change rates on cord wood from a per cord to a per 100 pounds basis. V., S. & P. Ry. Granted. Order No. 2127. Issued September 11, 1917.

APPENDIX D

Rates and Rate Rulings

AS ESTABLISHED BY THE

Railroad Commission of Louisiana

**In Orders Adopted, Showing Only Those Orders in
Effect on January 1, 1919.**

Rates and Rate Rulings

AS ESTABLISHED BY THE

RAILROAD COMMISSION OF LOUISIANA

In Orders Adopted, Showing Only Those Orders in
Effect January 1, 1919.

AGRICULTURAL IMPLEMENTS.

Rates on Agricultural Implements, Carloads, from Newellton to
Shreveport, Louisiana (Claim for Reparation).

Order No. 1854.

ORDERED, That the Vicksburg, Shreveport & Pacific Railway Company and the St. Louis, Iron Mountain & Southern Railway Company be, and they are hereby, required to charge no higher rate than 34.9 cents per 100 pounds on shipments of farm implements, carloads, between Newellton and Shreveport, Louisiana, and other points on their lines, this being the rate in effect on such shipments from Shreveport to Newellton. This rate to be applied on the shipment covered by bill of lading dated July 1, 1914, from Newellton to Shreveport, filed in the record in this case.

It is further

ORDERED, That complainants' petition for the establishment of a rate of twenty (20) cents per 100 pounds to apply on the above shipment, and on further shipments, between Newellton and Shreveport, on farm implements, carloads, be, and it is hereby, denied.

ASPHALT, ETC.

Order No. 1838.

Rates on Asphalt, Carloads, Oil, Crude, in Tank Cars Only;
and Pitch Tar in Barrels.

ORDERED, That all railroad companies operating in the State of Louisiana be, and they are hereby, commanded and required, on and after January 1, 1915, to cease and desist from charging higher rates from Baton Rouge, Louisiana, to all points in Louisiana on pitch and tar (when used for street and road purposes), solid or liquid, in barrels, carload, minimum weight 40,000 pounds, and in tank cars, minimum weight gallonage capacity of tank, than the following single line mileage rates:

40 miles and less.....	6 cents
60 miles and over 40 miles.....	7 cents
80 miles and over 60 miles.....	7½ cents

100 miles and over 80 miles.....	8 cents
125 miles and over 100 miles.....	8½ cents
150 miles and over 125 miles.....	9 cents
175 miles and over 150 miles.....	9½ cents
200 miles and over 175 miles.....	10 cents
225 miles and over 200 miles.....	10½ cents
Over 225 miles.....	12 cents

and the above rates are hereby fixed and established.

All rates, rules, regulations, orders or authorities in conflict herewith are hereby cancelled.

BAGGAGE.

Order No. 394.

Rates on Excess Baggage and Commercial Samples.

1. ORDERED. That the rates for the transportation of excess baggage and drummers' samples, carried on passenger trains by railroad between points in the State of Louisiana, shall be, for distances of thirty-four miles and under, twelve (12) cents per 100 pounds, and for distances exceeding thirty-four (34) miles, twelve (12) per cent of the regular first-class ticket rates. Provided, that the charges on any single shipment shall not be less than twenty-five (25) cents.

2. When the total amount to be collected does not end in five (5) or naught (0), the nearest sum so ending shall be collected.

3. Each passenger shall be entitled to baggage not exceeding one hundred and fifty (150) pounds for each whole ticket, and seventy-five (75) pounds for each child's rate ticket.

4. Two hundred and fifty (250) pounds shall be the greatest weight of any one package to be checked.

EXCEPTIONS.

1. The baggage of theatrical companies shall not be subject to these rates, rules and regulations, for the reason that they are carried under special contract.

2. Railroad companies may sell "excess baggage" books, good for single or point line use, at a reduction of twenty (20) per cent from the rates above specified; provided, that any company desiring to issue such books shall file written notice to that effect with the Commission.

These rates, rules and regulations will become effective October 22, 1904.

All rates, rules and regulations issued previous to this date are cancelled.

Issued October 8, 1904.

BAGS.

Order No. 1905.

ORDERED, That the rate of 15 cents per 100 pounds, carloads, minimum weight 30,000 pounds, in effect from New Orleans to Lake Charles, on burlap bags, carloads, shall also apply from Lake Charles to New Orleans, and the Morgan's Louisiana & Texas Railroad & Steamship Company and the Louisiana Western Railroad Company shall, on and after the 15th day of June, 1915, further cease and desist from charging higher rates than are hereinabove specified.

BAGGING AND TIES.

Order No. 171.

The Texas & Pacific Railway Company shall adjust its rates on bagging and ties from New Orleans to points between Alexandria and Shreveport so that they shall be no greater than the sums of local rates based on lowest combination.

Order No. 579.

ORDERED, That the Texas & Pacific Railway Company shall establish, at once, a rate of seven and one-half cents per hundred pounds, on bagging and ties, carloads, from New Orleans to Alexandria, which rate shall be maintained as long as the rate to Shreveport remains at seven and one-half cents per hundred pounds. The Commission issues this order with the understanding that the rate to Alexandria may be increased to ten cents per hundred pounds when the rate from New Orleans to Shreveport and Monroe is increased to that figure from interstate points.

Issued October 12, 1906.

Classification Description Changed from Y. & M. V. R. R. and I. C. R. R.

Order No. 956.

ORDERED, That the petition in this case, for authority to change the reading of the classification in effect in Louisiana on bagging and ties so as to read:

"Bagging (jute, such as used in covering cotton, not bleached, dyed or colored, and not exceeding sixteen threads to the square inch, counting warp and filling), cotton ties and cotton tie buckles, straight or mixed, carloads, minimum weight 30,000 pounds," be, and it is hereby, granted, the said change to become effective on and after January 1, 1909.

Issued December 16, 1908.

Rates from Shreveport to Points in Louisiana.

Order No. 1534.

ORDERED, That the following rates be ,and the same are hereby, established on bagging and ties, straight or mixed carloads, minimum weight 20,000 pounds, from Shreveport to the following points:

Cotton Belt connection to Gayles, La., inclusive.....	10 cents
Woodchuck to Howard, inclusive.....	15 cents
Williams to Breville (except Natchitoches).....	20 cents
Natchitoches.	7.5 cents

It is further

ORDERED, That on and after May 1, 1913, the defendants, the Texas & Pacific Railway Company, the Louisiana Railway Company, the Louisiana Railway & Navigation Company, the Louisiana & Northwest Railroad Company, the Louisiana & Arkansas Railway Company and the Vicksburg, Shreveport & Pacific Railroad Company, shall not charge any higher rates on bagging and ties, carloads, minimum weight 20,000 pounds, between Shreveport and the points named herein, than the rates above established.

All rates, authorities, rules, regulations or orders in conflict herewith are hereby cancelled.

Issued May 13, 1913.

**Rates from Shreveport to Eunice, Opelousas, Port Barre,
Crowley and Rayne.**

Order No. 1633.

ORDERED, That the Texas & Pacific Railway Company, Morgan's Louisiana & Texas Railroad & Steamship Company, Louisiana Railway & Navigation Company, Louisiana & Arkansas Railway Company, New Orleans, Texas & Mexico Railroad Company, and the Kansas City Southern Railway Company be, and they are hereby, authorized to make the rates on bagging and ties, carloads, from Shreveport and Alexandria, Louisiana, to Eunice, Opelousas, Port Barre, Crowley and Rayne, Louisiana, the same as now in effect from New Orleans, Louisiana, to Eunice, Opelousas, Port Barre, Crowley and Rayne, Louisiana, using the New Orleans minimum weights; provided, that where rates on these commodities from Alexandria, Louisiana, to Eunice, Opelousas, Port Barre, Crowley and Rayne, Louisiana, are now lower, said lower rates shall in no way be affected by the provisions of this order.

All rates, rules, regulations, orders and authorities in conflict herewith are cancelled when this order becomes effective.

Effective November 1, 1913.

Issued October 22, 1913.

BAKING POWDER, ETC.

From Shreveport to Points in Louisiana.

Order No. 1267.

ORDERED, That the said Texas & Pacific Railway Company and the Opelousas, Gulf & Northeastern Railway Company establish the following rates for the transportation of vinegar, candy and baking powder, in less than carload lots, from Shreveport to the points named:

Rates in Cents per 100 Pounds

From Shreveport to—				
T. & P. Ry., Main Line.		Vinegar	Candy	Baking Powder
Stonewall.	16	18	18	
Gloster.	17	20	20	
Grand Cane.	17	22	22	
Mansfield.	17	22	22	
Oxford.	21	22	22	
Pelican.	21	22	22	
Sodus.	21	22	22	
Marthaville.	24	25	25	
Robeline.	28	29	29	
Provencal.	30	34	34	
Cypress.	33	34	34	
Chopin.	25	40	40	
Lena.	36	46	46	
Boyce.	36	46	46	
Alexandria.	25	30	35	
Moreland.	40	45	50	
Lamourie.	40	45	50	
LeCompte.	40	45	50	
Cheenyville.	40	45	50	
Bunkie.	40	45	50	
Morrows.	40	60	60	
Rosa.	40	60	60	
Natchitoches Branch.				
Lucas.	15	20	20	
Gayles.	15	20	20	
Caspania.	25	30	30	
Howard.	25	30	30	
Westdale.	38	45	45	
Grand Bayou	38	45	45	
Gahagan.	38	45	45	
Lake End	38	45	45	
Powhatan.	38	45	45	
Natchitoches.	25	26	30	
Natchez.	38	45	45	

O. G. & N. E. Ry.

Port Barre	30	35	40
Opelousas.	30	35	40
Church Point	30	35	40
Rayne.	30	35	40
Crowley.	30	35	40

Effective June 15, 1911, when all rates, rules and regulations in conflict herewith shall be cancelled.

Issued May 24, 1911.

Rates from Alexandria to Points in Louisiana.

Order No. 1309.

ORDERED, That the said Texas & Pacific Railway Company and the Opelousas, Gulf & Northeastern Railway Company establish the following rates for the transportation of vinegar, candy and baking powder, in less than carload lots, from Alexandria to the points named:

Rates in Cents per 100 Pounds

From Alexandria to— T. & P. Ry., Main Line.	Vinegar	Candy	Baking Powder
Stonewall.	37	47	47
Gloster.	36	46	46
Grand Cane.	36	42	42
Mansfield.	35	40	40
Oxford.	33	34	34
Pelican.	31	32	32
Sodus.	28	29	29
Marthaville.	24	25	25
Robeline.	21	22	22
Provencal.	21	22	22
Cypress.	17	22	22
Chopin.	17	20	20
Lena.	17	20	20
Boyce.	14	15	15
Moreland.	11	12	12
Lamourle.	13	14	14
Lecompte.	15	16	16
Cheneyville.	20	20	20
Bunkle.	21	22	22
Morrows.	21	22	22
Rosa.	21	22	22

Natchitoches Branch.

Lucas.	45	55	55
Gayles.	45	55	55

Caspania.	45	55	55
Howard.	33	40	40
Westdale.	33	40	40
Grand Bayou	33	40	40
Gahagan.	33	40	40
Lake End.	33	40	40
Powhatan.	33	40	40
Natchitoches.	20	21	25
Natchez.	33	40	45

O. G. N. E. Ry.

Port Barre	21	22	22
Opelousas.	21	22	22
Church Point	21	22	22
Rayne.	36	43	43
Crowley	36	43	43

Effective October 15, 1911, when all rates, rules and regulations in conflict herewith shall be cancelled.

Issued September 20, 1911.

BARRELS (EMPTY).

Order No. 174.

The rate from New Orleans to points on the Salt Mine Branch of the Southern Pacific Company's lines shall be 10 cents per barrel, with a minimum of 30 barrels to a car, on empty barrels.

Issued October 10, 1901.

Order No. 427.

ORDERED, That the same rates shall apply on shipments of empty wine, whisky, gin, lard and vinegar barrels as apply on empty oil barrels.

Issued February 17, 1905.

Order No. 551.

(Affirmed by Order No. 564, October 10, 1906.)

Morgan's Louisiana & Texas Railroad & Steamship Company, Louisiana Western Railroad Company, Iberia & Vermillion Railroad Company, New Orleans & Northeastern Railroad Company.

ORDERED, That on all shipments of empty wine, whisky, gin, vinegar and oil barrels, returned, one-half fourth-class rates will apply, irrespective of consignee to whom they are returned.

Effective August 16, 1906.

Order No. 724.

ORDERED, That the Texas & Pacific Railway Company be, and is hereby, required to charge, demand or collect no more than one-half the fourth-class rate on all empty barrels returned to original destination, irrespective of the consignee to whom they are returned.

Issued June 25, 1907.

Order No. 819.

ORDERED, That the Morgan's Louisiana & Texas Railroad & Steamship Company is hereby commanded and required, on and after the first day of December, 1907, to cease and desist from further charging, remanding or collecting on empty barrels shipped from New Orleans to Bayou Teche points, to be filled with black-strap molasses and shipped back to New Orleans, a higher rate than five cents per barrel.

Issued November 26, 1907.

BEANS.

Order No. 1196.

ORDERED, That the same rate shall apply on velvet beans to be planted as fertilizer, when transported by railroad between points in the State of Louisiana, as apply on cowpeas between points in the State of Louisiana.

All rates, authorities, rules, regulations or orders in conflict herewith are cancelled.

BOTTLES.

Order No. 1882.

ORDERED, That the application of the carriers in this city to cancel all existing commodity rates on bottles now in effect and apply in the future class rates as per current classification, be, and the same is hereby, denied.

It is further

ORDERED, That the following maximum rates are hereby established for the transportation of bottles by railroads operating in Louisiana:

Carloads—24 cents per 100 pounds, minimum weight 30,000 pounds.
Less than Carloads—50 cents per 100 pounds.

The existing commodity rates on bottles shall remain in effect until otherwise ordered by this Commission.

All rates, rules, regulations, authorities and orders in conflict herewith are cancelled.

BRICK.

Order No. 215.

The Texas & Pacific Railway Company shall charge no more than 4 cents per 100 pounds on brick from White Castle to New Orleans.

Issued August 13, 1902.

Order No. 475.

ORDERED, That the rate on fire brick, less than carload quantities, from New Orleans to Grosse Tete and intermediate points on the Texas & Pacific Railway, where present rates are higher, shall not exceed the sum of \$12.00 per 1,000 brick.

All rates in conflict are cancelled.

Issued November 10, 1909.

Rates from Jimerson and Lincoln to V., S. & P. Ry. Points.

ORDERED, That the Vicksburg, Shreveport & Pacific Railway Company be, and it is hereby, commanded and required to establish a rate of three (3) cents per 100 pounds on brick, carloads, minimum marked capacity of car from Jimerson, Ruston and Lincoln to Shreveport and Rayville, Louisiana, and intermediate points.

Effective October 10, 1912.

Issued September 26, 1912.

CANDY.

(See also Baking Powder, etc.)

From New Orleans to Express Offices in Louisiana.

Order No. 1310.

ORDERED, That on shipments of candy handled by express companies operating in Louisiana, pound rates shall apply, with a minimum charge of thirty-five (35) cents.

Effective October 1, 1911, when all authorities, rates, rules, regulations, classifications or orders in conflict shall be cancelled.

Issued September 22, 1911.

CISTERNs.

Order No. 1040.

ORDERED, That all steamboats operating in the State of Louisiana be, and they are hereby, commanded and required, on and after August 15, 1909, to cease and desist from charging or collecting higher

rates for transportation of galvanized iron tanks and iron, metal or wooden cisterns, between the points designated.

All orders, rates, or rules are cancelled when this order becomes effective. Effective August 15, 1909.

Issued July 29, 1909.

CLASSES AND COMMODITIES.

From Alexandria and Lake Charles to Points on St. L., W. & G. Ry.
Order No. 26.

Rates filed by St. L., W. & G. Ry. Co. approved and authorized by Authority No. 152.

Issued October 18, 1899.

Points on T. & P. Ry. Co.

Order No. 106.

Texas & Pacific Railway Company. Rates on classes and commodities from New Orleans and Grosse Tete, Rosedale, Maringouin, For-doche and Ravenswood. Issued under Authority No. 2577, in Tariff L. C. No. 102.

Issued September 21, 1900.

Port Allen to Stations on T. & P. Ry.

Order No. 326.

ORDERED, That the Texas & Pacific Railway Company shall apply from Port Allen the following rates:

From Port Allen to—
Points on main line between Baton
Rouge Junction and Alexandria..
Points on Avoyelles Branch.....
Points on New Roads extension as
far as New Roads.....

Rates.
20 per cent less than rates
from New Orleans.

Effective December 27, 1903.

New Orleans to Points on New Orleans Great Northern Railroad.

Order No. 446.

ORDERED, That the application for advance in rates on cotton in bales, and on ice, is denied.

(Rates printed in full in Ninth Annual Report, page 197.)

New Orleans to Winnfield.

Order No. 523.

ORDERED, That the rates established by the Railroad Commission of Louisiana, Authority No. 3742, of date May 16, 1906, be, and are hereby, adopted, to apply on classes and commodities from New Orleans to Winnfield.

It is further

ORDERED, That the minimum carload rates, as provided in the notes submitted with the rates proposed, and the articles enumerated in the said notes, shall constitute exceptions to the Western Classification, as approved by the Commission, and shall take precedence over the said Western Classification in all cases where there is conflict.

All orders, rates, rules, or classifications in conflict herewith are cancelled.

Effective June 1, 1906.

(See Authority No. 3742.)

Rates from Shreveport and Monroe to Points on Louisiana & Arkansas Railway.

Order No. 618.

(Cancels Order No. 567.)

ORDERED, That the following rates be established from Shreveport and Monroe to points on the Louisiana & Arkansas Railway, as follows:

To—	Classes									
	1	2	3	4	5	A	B	C	D	E
Stations south of Winnfield to and including Jena, except main line between Packton and Alexandria.....	65	57	49	42	35	27	30	27	24	..
Stations north of Winnfield to and including Heflin.....	60	52	45	38	30	32	25	24	22	19
and										
Stations on main line south of Packton.....	Present rates.									

	Commodities			
	Stations south of Winnfield to and including Jena		Stations north of Winnfield to and including Heflin	
	CL	LCL	CL	LCL
Apples and vegetables.....	..	33	..	31
Bagging and ties.....	..	33	..	30
Cotton factory products.....	..	50	..	45

Lime and cement.....	..	29	..	26
Corn and articles taking corn rates.....	15	26	17	26
Corn meal and articles taking same rates.	16	26	18	26
Fleur and articles taking same rates.....	17	26	19	26
Packing house products, except meat in sacks. ....	..	33	..	30
Meat in sacks.....	..	38	..	35
Salt. ....	..	25	..	25
Sugar, rice and molasses.....	..	29	..	28
Wire, nails and spikes.....	..	29	..	28

Rates from Alexandria to be readjusted so as to be the same as from Shreveport and Monroe to stations Castor and north. The rates which are at present in effect to stations on main line south of Packton are to remain unchanged.

The above rates become effective December 20, 1906.

All rules, orders, authorities or rates in conflict with the above will be cancelled December 20, 1906.

Issued December 7, 1906.

Order No. 795.

ORDERED, That the Tremont & Gulf Railroad and its connecting line shall, on and after the 15th day of November, 1907, establish between Monroe and Shreveport and stations on the Tremont & Gulf Railroad south of Chattanooga, the same rates are in effect between Shreveport and Monroe and Winnfield via the Vicksburg, Shreveport & Pacific and the Chicago, Rock Island & Pacific railways, beginning with a first-class rate of 50 cents per 100 pounds.

Issued October 3, 1907.

From New Orleans to Church Point.

Order No. 863.

ORDERED, That the Texas & Pacific Railway Company be, and they are hereby, commanded and required, on and after April 1, 1908, to cease and desist from charging more on classes and commodities transported by it from New Orleans to Church Point than it charges on shipments from New Orleans to Rayne.

Issued March 24, 1908.

From Alexandria to Points on Main Line T. & P. Railway
North of Alexandria.

Order No. 872.

ORDERED, That the Texas & Pacific Railway Company be, and is hereby, required, on or before May 15, 1908, to reduce its freight rates

from Alexandria to stations on its main line north of Alexandria, to and including Marthaville, so that in no case will the rates from Alexandria exceed the rates from Shreveport to points on its main line north of Shreveport for similar distances, as shown by tariffs now in effect.

Issued April 29, 1908.

New Orleans to Natchitoches.

Order No. 898.

ORDERED, That the Texas & Pacific Railway Company be, and is hereby, commanded and required, effective July 15, 1908, to apply the same rates on classes and commodities from New Orleans to Natchitoches as apply to Alexandria and Boyce.

Issued June 24, 1908.

Shreveport to Church Point.

Order No. 906.

ORDERED, That the Texas & Pacific Railway Company be, and is hereby commanded and required, on and after August 15, 1908, to cease and desist from charging a greater rate on any class or commodity, between Shreveport and Church Point than it charges on the same class or commodity when transported between Shreveport, Rayne and Crowley.

Issued July 22, 1908.

Baton Rouge to Points on L. R. & N. South of Alexandria.

Order No. 909.

ORDERED, That the Louisiana Railway & Navigation Company, defendant, be, and is hereby, commanded and required, on and after November, 1908, to, cease and desist from charging any more than twenty (20) per cent less than the rates from New Orleans on all shipments of classes and commodities from Baton Rouge to points north of Baton Rouge on defendant's line, south of Alexandria, except at competing points, where the short line rates shall be protected.

Issued October 8, 1908.

Shreveport and Alexandria to Natchitoches.

Order No. 944.

ORDERED, That the Texas & Pacific Railway Company be, and is

hereby, commanded and required, on and after December 15, 1908, to readjust rates from Shreveport and Alexandria to Natchitoches.

(Rates printed on page 174, Tenth Annual Report.)

Issued November 18, 1908.

Order No. 959.

ORDERED, That, hereafter, all steamboats operating in Louisiana shall be, and they are hereby commanded and required, to protect the rail line rates between cities and towns in the State of Louisiana, wherever such rates are lower than the steamboat rates; provided, the steamboats shall be allowed to charge, in addition to the freight tariff rate, the actual cost of insurance of the freight; and, provided further, that the rates between intermediate landings, and from towns and cities to landings where an actual rail line competition exists, need not be reduced on account of the short line rail competition.

All orders, rates, rules and regulations in conflict herewith are declared cancelled when this order goes into effect.

Issued December 16, 1908.

Order No. 987.

ORDERED, That, effective March 15, 1909, the Yazoo & Mississippi Valley Railroad Company and the Illinois Central Railroad Company be allowed to readjust their rates from Baton Rouge and New Orleans to points on the Illinois Central Railroad in accordance with the figures submitted and of record in this case, except that the present rates from New Orleans to Ponchatoula and from New Orleans to Hammond shall not be changed until further ordered by the Commission.

Issued February 26, 1909.

Lake Charles to Stations on the Kansas City Southern Railway.

Order No. 1008.

ORDERED, That the Kansas City Southern Railway Company be, and it is hereby, commanded and required, on and after May 15, 1909, to cease and desist from further charging any higher rates on classes and commodities from Lake Charles, Louisiana, to points on its line in Louisiana, south of Lake Charles, for similar distances.

It is further

ORDERED, That from Lake Charles, Louisiana, to stations west of DeQuincy, the rates shall be no higher than the rates charged by the said Kansas City Southern Railway Company from Beaumont, Texas, and from Lake Charles to points on defendant's line in Louisiana, De-

Quincy and north, and rates shall, in no case, be greater than the rates charged from Beaumont, Texas, to the same points, less the following differentials:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials	8	7	6	5	4	4	4	4	3	2

Special commodity rates to take the differentials for the classes to which they belong.

All orders, rates, rules or regulations in conflict are ordered cancelled when this order becomes effective.

Issued April 15, 1909.

Order No. 1134.

ORDERED, That the Louisiana & Arkansas Railway Company and its connecting lines shall, on and after the 15th of May, 1910, further cease and desist from charging higher rates on classes and commodities to Minden, Louisiana, than are charged to Sibley, Louisiana.

It is further

ORDERED, That, effective May 15, 1910, the said Louisiana & Arkansas Railway Company shall publish a tariff or a supplement to its current tariffs, showing the same commodities and rates from New Orleans, Louisiana to Sibley, Louisiana.

Issued April 27, 1910.

Order No. 1135.

ORDERED, That the Gulf, Colorado & Santa Fe Railway Company (operating the Jasper & Eastern Railway Company) and its connecting line be, and they are hereby, commanded and required, after the 15th day of May, 1910, to charge no more than the following rates between New Orleans, Louisiana, and stations on the said Gulf, Colorado & Santa Fe Railway, in Louisiana, west of DeRidder, Louisiana.

Between New Orleans and stations west of DeRidder, viz.

Brabow	Hall City	Neale	Pujo	Shear	(Classes in cents per 100 pounds.)					
1	2	3	4	5	A	B	C	D	E	
70	60	50	40	33	35	30	27	26	25	

Commodity Rates in Cents per 100 Pounds.

Between New Orleans and all stations in Louisiana west of Oakdale, viz.:

Chasmore	Hall City	Nitram	Cravens	Ikes	Pitkin
DeRidder	Hilco	Pujo	Dido	Herbert	Roberts
Elizabeth	Markee	Shear	Grabow	Neale	Worbice
					C. L. L. C. L.

Bags, burlap, gunny or jute, and burlap bagging, straight

or mixed carloads, minimum weight 24,000 pounds.... 20 40

	C. L.	L. C. L.
Bagging, brown cotton, in original packages, carload minimum weight 24,000 pounds (to DeRidder only).....	28	47
Bagging for baling cotton, straight carloads, minimum weight 24,000 pounds; also buckles, straight or mixed carload or mixed with bagging for baling cotton, minimum weight 30,000 pounds.....	24	40
Bagging and ties, carload minimum 30,000 pounds.....	24	40
Beer and beer substitutes or near-beer, straight or mixed cars, carload minimum weight 24,000 pounds.....	24	..
Cement, carload minimum weight 32,000 pounds (80 barrels).....	15	..
Coal, carload minimum weight 50,000 pounds, except where marked capacity of car is less, when marked capacity will apply, per ton of 2,000 pounds.....	2.50	..
Coffee, carload minimum weight 24,000 pounds.....	35	40
Cotton piece goods, any quantity, as described in Item 3 of L. Ry. & Nav. Co.'s Tariff No. 1288.....	50	50
Fertilizer, carload minimum weight 24,000 pounds, L. C. L.; when in lots of 2,000 pounds or more, but less than carload.....	13½	50
Molasses, carload minimum weight 24,000 pounds.....	33	40
Rice, carload minimum weight 24,000 pounds.....	17	24
Salt, carload minimum weight 24,000 pounds, L. C. L., when in lots of 2,000 pounds or more, but less than carload.....	15	15
Sugar and molasses, carload minimum weight 24,000 pounds. Note.—Sugar and molasses may be shipped in mixed cars at the carload rate on each.....	32	40
Turpentine cups and aprons, galvanized iron, minimum weight 30,000 pounds.....	28	..

EAST BOUND ONLY.

Rosin, carload minimum weight 30,000 pounds.....	12½	..
Turpentine, carload minimum weight 30,000 pounds.....	17½	..
Turpentine and rosin in mixed carloads, minimum weight 30,000 pounds.....	17½	..

All rates, orders, or authorities in conflict will be cancelled when this order becomes effective.

Issued April 27, 1910.

Baton Rouge to Points on Frisco.

Order No. 1136.

ORDERED, That the New Orleans, Texas & Mexico Railroad Company be, and it is hereby, commanded and required, on and after the

15th day of May, 1910, to further cease and desist from charging any more than 20 per cent less than the rates from New Orleans on classes and commodities from Baton Rouge, Louisiana, to points on its line in Louisiana to and including Courtableau Station.

All rates, orders and authorities in conflict will be cancelled when this order becomes effective.

Issued April 27, 1910.

Baton Rouge to Hammond.

Order No. 1137.

ORDERED, That the Yazoo & Mississippi Valley Railroad Company be, and it is hereby, commanded and required, on and after May 15, 1910, to comply with the demands of plaintiffs by charging no higher rates on classes and commodities between Baton Rouge and Hammond, Louisiana, than are charged between New Orleans and Hammond.

All orders, rates or authorities in conflict are declared cancelled when this order goes into effect.

Issued April 27, 1910.

New Orleans to Winnfield.

Order No. 1143.

ORDERED, That the Louisiana Railway & Navigation Company and other lines operating between New Orleans and Winnfield be, and they are hereby, commanded and required, on and after June 15, 1910, to further cease and desist from charging higher rates on shipments of freight between New Orleans, Louisiana, and Winnfield, Louisiana, than the following, viz.:

Class Rates in Cents per 100 Pounds.

1	2	3	4	5	A	B	C	D	E
—	—	—	—	—	—	—	—	—	—
80	70	60	45	34	35	30	27	26	25

C. L. L. C. L.

Commodities in Cents per 100 Pounds.

Ale, beer and porter, in glass, packed.....	40
Agricultural Implements, viz.: Agricultural implements and parts (excepting hand implements) rough or finished, wagons (farm) or parts of same, including feed boxes (limited to one box to each wagon), farm trucks and dump carts, straight or mixed carloads, or mixed with plow points and gasoline engines, windmills and	

windmill parts, straight or mixed carloads or in mixed carloads with agricultural implements, minimum weight 24,000 pounds.....	34	..
[Note.—Rates on agricultural implements will apply on all articles (except hand implements) classified as such in Western Classification.]		
Bagging, for baling cotton, and cotton bale ties, straight or mixed carloads, minimum weight 30,000 pounds.....	15	40
Brick, viz.: fire brick, fire clay, flue lining and fire clay brick tile, chimney pipe, pots or tops, and fire clay, clay tank blocks, radial chimney brick, radial brick, stack brick, clay retorts (not including pall-shaped clay furnaces), hollow brick roofing tile, straight or mixed with common brick, minimum 40,000 pounds..	17	..
Canned goods, as described in Supplement No. 3 to L. R. & N. Tariff No. 1262.....	27	45
Candles.....	..	50
Candy, value limited to 10 cents per pound, and so receipted for, minimum weight 30,000 pounds.....	30	60
Coffee, green or roasted, straight or mixed.....	23	40
Cotton factory products, as described in Supplement No. 3 to L. R. & N. Tariff No. 1262.....	..	40
Cider, vinegar, pickles and sauer kraut, in wood.....	..	28
Cement plaster board, minimum weight 40,000 pounds....	20	..
Cement and plaster, straight or mixed, or mixed with lime, carload minimum 30,000 pounds.....	15	25
Crackers, cakes, fruit, biscuits, macaroni, Italian paste, pretzels and cracker meal in boxes, heavy baskets with light wooden covers or in tin cans, crated, with or without glass fronts.....	30	..
Fertilizers (except cow peas), carload minimum 30,000 pounds.	12	16
Fruits and vegetables, green, owner's risk released, prepaid or guaranteed, in barrels, boxes, crates or sacks, viz.: apples, potatoes, tomatoes, parsnips, carrots, horse radish, onions, beans, pumpkins, squash, cabbage, beets, garlic, corn and peas.....	30	..
Furniture, carloads, minimum 12,800 pounds.....	38	..
Corn and oats, straight or mixed, minimum carload 30,000 pounds.	12½	20
Grain and grain products, viz.: flour, corn meal, hominy and grits, straight or mixed, carload minimum 30,000 pounds.	15	20
Grain, corn chops, bran, screenings, mill feed, hay, cow peas, straight or mixed, carload minimum 30,000		

	C. L.	L. C. L.
pounds.	15	25
Stock feed, manufactured, carload minimum 24,000 pounds	15	25
Iron or steel articles, viz.: pipe, wrought or cast, couplings and connections, carload minimum 30,000 pounds	18	32
Wire, iron or steel, barbed, copper, galvanized, painted or plain, woven wire, field fencing, poultry netting wire hoops, hay bale ties, nails, spikes and staples, straight or mixed, carload minimum 30,000 pounds.....	19	30
Beams, columns and girders, for buildings or bridges, including bridge trusses or spans, turnbuckles (castings) (weighing less than 100 pounds), bridge piers, (tubular), channel iron and tees, iron angles, iron plates, iron bars, iron braces, rivets, nuts, bolts, and washers, rod, iron, in straight or mixed carloads, minimum weight 36,000 pounds.....	29	38
Angle, band, band iron prepared for water tanks, cisterns and conduits, bar channel, hoop, nail plates, straight or bent, punched or unpunched, rod, shingle bands, skelp, tees, washers, straight or mixed carloads, or in mixed carloads with sash weights, minimum 36,000 pounds.	29	38
Horse and mule shoes, carload minimum 30,000 pounds...	28	30
Railway material and supplies, iron or steel, consisting of brakes and fastenings, angle bars, bolster bearings, brake beams, bumpers, cable yokes, car bunks and reaches, car axles, car springs, car wheels, cattle guards, center plates (circular castings), coal shute irons, couplers and coupler parts, draw parts, equalizing bars, frog fillers, links, locomotive steel springs, locomotive tires, pins, railroad chairs, railroad crossings, rails, rail clip fastenings, rail clip wedges, rail joint fillers and washers, round-house ventilators, screw spikes, semaphore material, boat spikes, splices, splice bolts, steel cross tie wedges, steel cross tie clips, switch stands, tie bolts, tie rods, tie plates, track bolt nuts, track spikes, trucks, truck frames, iron or steel and turn tables or parts of same, welder bars, straight or mixed carloads, minimum 36,000 pounds. (Note.—Rail and cross ties per ton of 2,240 pounds, supplies and fastenings of 2,000 pounds).....	2.50	35
	C. L.	L. C. L.
	Per ton.	
Lime, carload minimum weight 24,000 pounds.....	16	..
Lime, in barrels.....	..	25
Liquors and wines, O. R. L. Released and value limited		

to 50 cents per gallon and so receipted for, per barrel.	50	..
Moss, minimum carload 12,000 pounds, for cars 36 feet and under, south bound only.....	22½	35
	C. L.	L. C. L.
Oils, all kinds, in barrels, except petroleum.....	..	40
Packing house products, as per list shown in Western Classification.....	27	30
Petroleum and its products.....	30	40
Oil, creosote, in barrels or tank cars, minimum weight in barrels 50,000 pounds, in tank cars capacity of car subject to estimated weight of 8.2 pounds per gallon..	12	..
Roofing tar, shell and gravel, straight or mixed, carload minimum 30,000 pounds.....	26	..
Salt, carload minimum 30,000 pounds.....	14	23
Soap, common, in boxes.....	30	40
Sugar, syrup, molasses and rice, mixed carloads, minimum weight 30,000 pounds.....	25	..
Rice.....	14	20
Sugar and molasses, straight or mixed.....	22	30
Shot.....	..	40
Turpentine, in barrels.....	..	40
Vehicles, viz.: buggies, carriages and road carts, crated..	..	1.20
Wagons and carts, farm.....	..	50
Pickles, in wood or in glass, boxed; sauer kraut, including catsup, table sauce, pepper sauce, mustard (prepared), horse radish (prepared), olives, capers or salad dressing, straight or mixed carloads, minimum weight 30,000 pounds	28	..
Woodenware, viz.: ax handles, barrel covers, paper baskets, splint or market baskets, willow or stave, nested bowls, brooms, buckets (except well buckets), bungs, butter ladles, butter molds, butter trays, butter tubs, cheese, safes, churns, clothes horses, clothes pins, clothes racks, firkins, fish kits, boards, lemon squeezers, measures, mops, palls, fibre ware, palls, candy, strawboard, sheet iron bottoms, pastry boards, potato mashers, rolling pins, rope reels, sieves, shirt cases, sifters, flour skewers, shirt boards, step and extension ladders, N. O. S., tea caddies, wood, towel racks, traps N. O. S., tubs (wooden), coffee drums, wooden faucets, wooden ice cream packing tubs, wooden spoons, wooden scoops and wooden toothpicks, straight or mixed, or mixed with broom or mop handles, butter dishes, kegs, washboards, washing machines and well buckets, carload minimum weight		

14,000 pounds for 26-foot car, subject to Item No. 102,
S. W. Lyon's Classification and Rule Circular No. 1-Z. 40 ..

All rates, orders, authorities in conflict herewith will be cancelled when the rates named herein become effective.

Issued May 25, 1910.

From Winnfield.

Order No. 1146.

ORDERED, That the Louisiana Railway & Navigation Company be, and it is hereby, commanded and required, on and after June 15, 1910, to establish and publish class and commodity rates between Winnfield, Louisiana, which do not exceed rates on similar classes and commodities for the same distances from Alexandria, Louisiana, to points on its line in Louisiana.

All rates, authorities or orders in conflict herewith are cancelled when this order goes into effect.

Issued May 25, 1910.

Order No. 1147.

ORDERED, That the tariff on rates on classes and commodities from Winnfield, Louisiana, to points on the Louisiana & Arkansas Railway, in Louisiana, submitted to the Commission, and of record in this case, be, and the same are hereby, approved and an authority for the same will be issued in accordance herewith.

Issued May 25, 1910.

Order No. 1149.

(Cancels Order No. 992.)

ORDERED, That, effective July 15, 1910, Order No. 992, adopted by this Commission March 15, 1909, is changed and amended so as to provide the Vicksburg, Shreveport & Pacific Railway Company shall not charge any more on any class or commodity from Ruston, Louisiana, to points on its line between Ruston and Shreveport than it charges for a similar distance on the same class or commodity from Shreveport, and shall not charge any more on any shipment from Ruston to any station on its line between Ruston and Monroe than it charges for a similar shipment for the same distance from Monroe.

All rates, rules, regulations or orders in conflict herewith are hereby cancelled.

Issued June 30, 1910.

From Alexandria to Points on N. O., T. & M. R. R.

Order No. 1348.

ORDERED, That the same rates now in effect out of Beaumont, Texas, over the New Orleans, Texas & Mexico Railroad be, and they are hereby, established and made the tariff of this Commission to apply out of Alexandria over the Chicago, Rock Island & Pacific Railway and the New Orleans, Texas & Mexico Railroad, to all stations west of Kinder, Louisiana.

Effective January 1, 1912.

Issued December 21, 1911.

Alexandria to Fisher.

Order No. 1439.

ORDERED, That the Texas & Pacific Railway Company and the Victoria, Fisher & Western Railway Company be, and they are hereby, commanded and required, on and after the 1st day of September, 1912, to further cease and desist from charging higher than the following rates between Alexandria and Fisher, Louisiana, and points intermediate:

CLASSES.

1	2	3	4	5	A	B	C	D	E		
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>		
50	40	35	30	27	25	27	25	23	20		
										C. L.	L. C. L.
Bagging and ties.....										20	30
Fertilizer.										7	10
Corn and articles taking same rates.....										15	25
Wheat and articles taking same rates.....										17	25
Hay and straw.....										13	23
Lime, cement and plaster.....										18	30
Packing house products.....										25	30
Salt.										13	25
Sugar and molasses.....										23	30

All rates, rules, regulations, orders, authorities or tariffs in conflict herewith are cancelled.

Issued July 25, 1912.

Between Shreveport, Monroe and West Monroe and Stations on the V., S. & P. Ry. and Stations on the C., R. I. & P. Ry.

Order No. 1450.

ORDERED, That the rates named in V., S. & P. Tariff 198-C, and C., R. I. & P. Tariff 21208, from Monroe and V., S. & P. Railway sta-

tions to Ansley, shall also apply on shipments from either direction between said stations.

It is further

ORDERED, That the case be held open for further investigation as to the rates from Shreveport and Monroe and other stations.

All rates, rules, regulations and orders in conflict herewith are hereby cancelled.

Issued September 26, 1912.

Between Shreveport, Monroe and West Monroe and Stations on the V., S. & P. Ry. and Stations on the C., R. I. & P. Ry.

Order No. 1499.

(Amends Order No. 1450.)

ORDERED, That the rates named in the Vicksburg, Shreveport & Pacific Railway Company's Tariff No. 198-C, and Chicago, Rock Island & Pacific Railway Company's Tariff No. 21208, from Shreveport, Louisiana, and Monroe, Louisiana, and Vicksburg, Shreveport & Pacific Railway stations to points on the Chicago, Rock Island & Pacific Railway shall also apply on shipments from Shreveport from either direction between all of said stations.

Issued January 24, 1913.

Adoption of C., R. I. & P. Ry. Co.'s Tariff No. 28881-E.

Order No. 1566.

(Cancels Amendment No. 1 to Authority No. 8986-R.)

ORDERED, That the Chicago, Rock Island & Pacific Railway Company be, and it is hereby, granted permission to publish its Tariff No. 28881-E as authorized by this Commission's Authority No. 8986-R.

All orders or authorities in conflict herewith are hereby cancelled.

Issued May 27, 1913.

From Baton Rouge to Points on T. & P. Ry.

Order No. 1606.

ORDERED, That, on or before the 1st day of September, 1913, the New Orleans, Texas & Mexico Railroad Company and J. D. O'Keefe and Frank Andrews, receivers thereof, and the Texas & Pacific Railway Company be, and they are hereby, commanded and required to further cease and desist from charging from the City of Baton Rouge to points on the Texas & Pacific Railway Company in Louisiana joint through rates which are higher than the rates applying via the Texas & Pacific Railway from New Orleans to points on the Texas & Pacific Railway within the State of Louisiana.

All orders, rates, authorities, rules or regulations in conflict herewith are hereby cancelled.

Issued July 23, 1913.

Baton Rouge to Points on Texas & Pacific Railway.

Order No. 1608.

(Amending Order No. 1606.)

ORDERED, That the rates provided for in Order No. 1606, issued July 23, 1913, to apply from Baton Rouge to points on the Texas & Pacific Railway via the New Orleans, Texas & Mexico Railroad, shall not apply to points on the Texas & Pacific Railway south of Edgard, Louisiana, and north of Bunkie, Louisiana, and to this extent Order No. 1606 is hereby amended.

Issued August 13, 1913.

Between Shreveport and Points on the Arkansas, Louisiana & Gulf Railway.

Order No. 1651.

ORDERED, That the Vicksburg, Shreveport & Pacific Railway Company and the Arkansas, Louisiana & Gulf Railway Company be, and they are hereby, commanded and required, on and after January 1, 1914, to further cease and desist from charging higher than the following rates between Shreveport and points on the Arkansas, Louisiana & Gulf Railway in Louisiana:

Between Shreveport and—	CLASSES. (Rates in Cents per 100 Pounds.)										Fertilizer, Carloads, (Rates per ton, 2,000 Pounds)
	1	2	3	4	5	A	B	C	D	E	
Oliver	74	63	54	45	40	43	37	27	22	16	\$1.60
Crosley	74	63	54	45	40	43	37	27	22	16	1.60
Fairbanks	74	63	54	45	40	43	37	27	22	16	1.60
Guthrie	74	63	54	45	40	43	37	27	22	16	1.60
Perryville	76	65	56	47	42	44	38	28	23	17	1.70
Spyker	76	65	56	47	42	44	38	28	23	17	1.70
Bastrop	76	65	56	47	42	44	38	28	23	17	1.70
Shelton	78	67	58	49	44	45	39	29	24	18	1.85
Wardville	78	67	58	49	44	45	39	29	24	18	1.85
Beekman	78	67	58	49	44	45	39	29	24	18	1.85
Herrington	79	68	59	50	45	46	40	30	25	19	2.00
Geddie	79	68	59	50	45	46	40	30	25	19	2.00

All rates, rules, regulations or orders in conflict herewith are hereby cancelled when this order becomes effective.

Issued December 2, 1913.

From Shreveport to Keachie, La.

Order No. 1663.

ORDERED, That the following rates, being considered reasonable, they are hereby established as maximum rates to apply between points in Louisiana on the Houston and Shreveport Railway:

Distances—	1	2	3	4	5	A	B	C	D	E
5 miles and less.....	13	12	10	8	6	7	6	5	5	4
10 miles and over 5..	13	12	10	8	6	7	6	5	5	4
15 miles and over 10..	15	13	12	10	7	8	6	5	5	4
20 miles and over 15..	17	15	13	11	9	10	8	6	6	5
25 miles and over 20..	19	17	15	13	11	12	10	8	7	6
30 miles and over 25..	20	18	16	14	12	13	11	9	7	6
35 miles and over 30..	23	21	19	17	15	16	14	11	9	8
40 miles and over 35..	25	23	21	19	17	18	15	12	10	8

Governed by current issues of Western Classification.

All rates in conflict herewith are hereby cancelled.

Issued December 12, 1913.

Rates from New Orleans to Houma, Louisiana.

Order No. 1722.

ORDERED, That the Morgan's Louisiana & Texas Railroad & Steamship Company shall, on and after May 15, 1914, further cease and desist from charging higher rates on classes and commodities from New Orleans to Houma, Louisiana, than are now charged from New Orleans to Thibodaux and Napoleonville, Louisiana.

It is further

ORDERED, That, effective May 15, 1914, the said Morgan's Louisiana & Texas Railroad & Steamship Company shall publish a tariff or a supplement to its current tariffs showing the same commodities and rates from New Orleans to Houma, Louisiana, as now in effect from New Orleans to Thibodaux and Napoleonville, Louisiana.

Issued April 23, 1914.

One-Line Rates Over N. O., T. & M. R. R. Line, Including Joint Track from Baton Rouge to New Orleans.

Order No. 1771.

ORDERED, That the New Orleans, Texas & Mexico Railroad Company and J. D. O'Keefe, receiver thereof, be, and they are hereby, commanded and required to further cease and desist from charging other or higher rates for transportation of freight or passengers between points west of the river and points east of the river in the State of Louisiana than the single line rates approved by this Commission for the said New Orleans, Texas & Mexico Railroad Company and its receiver.

Issued July 29, 1914.

Rates from Ashton Spur to Lamourie.**Order No. 1832.**

ORDERED, That, effective January 1, 1915, the Woodsworth & Louisiana Central Railway Company be, and it is hereby, granted authority to cancel the existing switching rate of \$2.50 per car on all commodities between points on its line which are not covered by joint through tariffs, and in lieu thereof to establish, effective the same date, a maximum rate of five dollars (\$5.00) per car.

It is further

ORDERED, That, on and after January 1, 1915, the joint through rate on sugar cane from Ashton Spur to Cinclare, Louisiana, be, and the same is hereby, cancelled, and on and after that date the shipments of sugar cane from Ashton Spur to points on connecting lines where there are no joint through rates authorized or established by this Commission the Woodsworth & Louisiana Central Railway Company be, and it is hereby, authorized to charge not exceeding five dollars (\$5.00) per car.

Issued November 25, 1914.

Rates from Batchelor to Baton Rouge and New Orleans.**Order No. 1837.**

ORDERED, That the rates from Batchelor to Baton Rouge and from Batchelor to New Orleans on corn, potatoes, peas, vegetables, hay, meat, lard, live stock, poultry and eggs shall not exceed the rates applying from Baton Rouge and New Orleans to Batchelor over the lines of the Texas & Pacific Railway Company and its connections publishing through rates from Baton Rouge and New Orleans to Batchelor.

It is further

ORDERED, That the rates applying from New Orleans and Baton Rouge to Batchelor, Louisiana, shall be made to apply between these points on all classes and commodities moving via the Texas & Pacific Railway and its connections publishing through rates.

Issued December 15, 1914.

From New Orleans, etc., to Points on S., L. B. & S. Ry. and Between Points on S., L. B. & S. Ry.**Order No. 1959.**

ORDERED, That the Sibley, Lake Bisteneau & Southern Railway Company be, and it is hereby, granted permission to establish between points on its line and the points named rates on classes and commodities as follows:

CLASSES.

Between Points on the Sibley, Lake Bisteneau & Southern Railway.

	Shreveport	Minden	Monroe	Alexandria	New Orleans
1.....	54	54	60	75	1.06
2.....	48	48	53	65	94
3.....	40	40	45	56	81
4.....	31	31	35	48	69
5.....	26	26	29	..	44
A.....	29	29	32	..	48
B.....	24	24	27	..	40
C.....	21	21	24	..	38
D.....	20	20	22	..	35
E.....	19	19	21	..	31

COMMODITIES.

	Between Points on the Sibley, Lake Bisteneau & Southern Ry.				
	Shreveport	Minden	Monroe	Alexandria	New Orleans
Apples, onions, potatoes and vegetables, C. L.....	.....	.....	.....	.....	35
Bagging, cotton bale ties and buckles, C. L.....	19	.....	.....	.....	25
Brick, clay, sand, stone and wood, C. L.	8	8	9	.....	.....
Cement, stucco and plaster, C. L....	.....	.....	.....	.....	25
Candy, value limited to 10c per pound, C. L.....	.....	.....	.....	.....	37
Coal, C. L., per ton.....	1.50	.....	1.50	.....	.....
Cotton factory products, L. C. L....	.....	.....	.....	.....	70
Cotton seed meal and hulls, C. L....	.....	9	.....	.....	.....
Cow peas, C. L.....	7½	6½	8½	.....	.....
Emigrant outfit and household goods, per car.....	32.00	.....	35.00	.....	.....
Fertilizer, including cotton seed meal cake and hulls, C. L.....	7½	6½	8	.....	20
Grain, bran, millstuff, flour, meal, hominy, grits, oatmeal, C. L....	16	11	18	19	.....
Hay and straw, C. L.....	19	16	21	.....	.....
Ice, C. L.....	.....	10	.....	.....	.....
Iron and steel articles, viz.: wire, nails and spikes, C. L.....	.....	.....	.....	.....	34
Band, bar, boiler, sheet and corrugated, C. L.....	.....	.....	.....	.....	35

COMMODITIES.—Continued.

	Between Points on the Sibley, Lake Bisteneau & Southern Ry.				
	Shreveport	Minden	Monroe	Alexandria	New Orleans
Horses' and mules' shoes, C. L.....	.....	.....	.....	.....	35
Nails and fastenings, C. L.....	.....	.....	.....	.....	30
Lime, straight, C. L.....	.....	.....	.....	.....	20
Lime and cement, C. L.....	11	9	13	.....	25
Live stock, per car.....	25.00	27.50	30.00	.....	.....
Oil, cotton seed, C. L.....	12½	.....	14	.....	.....
Packing house products, A. Q.....	24	29	27	37	40
Pipe, sewer, C. L.....	11	.....	13	.....	.....
Roofing, tar, shell and gravel, C. L.....	.....	.....	.....	.....	30
Salt, C. L.....	11	9	13	.....	25
Slate, C. L.....	11	.....	13	.....	.....
Soap, common, C. L.....	.....	.....	.....	.....	37
Sugar, C. L.....	21	.....	24	.....	34
Sugar, syrup, rice and molasses, A. Q.....	26	29	29	31	.....
Same, C. L.....	.....	.....	.....	.....	34

It is further

ORDERED, That the said Sibley, Lake Bisteneau & Southern Railway Company be, and it is hereby, granted permission to establish the following class mileage rates between points on its line:

Distances—	Classes									
	1	2	3	4	5	A	B	C	D	E
5 miles and under.....	28	25	21	18	14	15	13	10	9	8
10 miles and over 5 miles.....	31	28	25	21	17	19	15	14	11	10
15 miles and over 10 miles.....	35	30	28	24	20	21	18	17	14	11
20 miles and over 15 miles.....	38	33	30	26	24	25	20	19	18	14
25 miles and over 20 miles.....	40	38	35	30	26	28	23	21	19	15
30 miles and over 25 miles.....	43	40	38	33	29	30	26	24	23	17

All commodity rates, both carloads and less carload, as now published on pages 10, 11 and 12 of S. A. & S. W. System Tariff No. 1-A, to be cancelled.

Rates from Texas & Pacific Points to Baton Rouge.

Order No. 2032.

ORDERED, That on and after April 20, 1917, the New Orleans, Texas & Mexico Railway and the Texas & Pacific Railway Company be, and they are hereby, commanded and required to further cease and desist from charging from points on the Texas & Pacific Railway

north of Edgard, Louisiana, and south of Bunkie, to Baton Rouge, Louisiana, via the New Orleans, Texas & Mexico Railway, rates higher than the rates applying via Texas & Pacific Railway to New Orleans from these Texas & Pacific points.

Issued March 20, 1917.

Advance in Steamboat Rates Between Points in Louisiana.

Order No. 2202.

ORDERED, That the petition of the Carter Packet Company to advance its existing rates horizontally 35% per cent be, and the same is hereby, granted, the specific rates resulting from this advance to be published and filed with this Commission. The advanced rates to become effective on the first trip out of New Orleans after May 15, 1918.

Freight in transit on May 15, 1918, is to be delivered at the rates in effect prior to May 15, 1918.

It is further

ORDERED, That this order is not intended to, and does not, determine the reasonableness of every individual rate affected, and complaints against individuals may be filed, and will be considered by the Commission at any time.

All rates, rules, regulations, and authorities in conflict herewith are hereby cancelled when this order goes into effect.

Issued April 18, 1918.

Advances in Rates from Lake Charles and Intermediate Landings to Points on the Calcasieu River in Louisiana Below Lake Charles.

Order No. 2203.

ORDERED, That the application of the Lake Charles & Cameron Transportation Company for authority to apply the rates designated in its tariff filed with this Commission on March 23, 1918, be, and the same is hereby, approved, and proper authority for publication of said tariff will be accordingly issued.

Issued April 18, 1918.

Advance of 25% in Freight Rates on Short Line Railroads.

Order No. 2216.

ORDERED, That, effective July 8, 1918, all railroad rates and charges now in effect in the State of Louisiana applicable on Louisiana intrastate traffic may be advanced 25%.

It is further

ORDERED, That the minimum charge for single less than carload

shipments shall be the same as set forth in the said General Order No. 28 of the Director General of Railroads, and orders supplementary thereto.

This Commission is unable to give its assent to the minimum charges on carload shipments, as set forth in the said General Order No. 28 of the Director General of Railroads, and orders supplementary thereto.

Rates on sugar cane in the State of Louisiana, being entirely intrastate, may be advanced 25%, the minimum carload charge to be based on fifteen tons per car, at the advanced rates.

The intrastate rates on sand, gravel, crushed stone and shells, when consigned to State, parish, or municipal authorities, for the building of public highways, as set forth in this Commission's Order No. 1981, and the rates on sand, gravel, crushed stone and shells, as set forth in this Commission's Order No. 1980, when used for commercial purposes, may in each instance be advanced 25% per cent.

The minimum charges on less than carload shipments shall be the same as provided in General Order No. 28 of the United States Railroad Administration.

The advances hereby allowed are without prejudice to any interest.
Issued June 29, 1918.

CLASSIFICATIONS.

Order No. 1898.

ORDERED, That Order No. 1824, issued by this Commission on November 24, 1914, providing "That Order No. 1755, issued July 1, 1914, be, and the same is hereby, suspended until further notice," be, and the same is hereby, cancelled, recalled and annulled and Order No. 1755, issued July 1, 1914, be, and it is hereby, reinstated and readopted in full.

It is further

ORDERED, That railroads operating in the State of Louisiana are hereby prohibited from requiring as a condition precedent to recovery that notice of claims or filing of claims for loss, damage or injury to shipments lost or damaged in transit, or while in the railroad's possession as a common carrier, shall be filed in a less period than two years from the date of shipment.

It is further

ORDERED, That all orders, authorities, rules, regulations or classifications of this Commission conflicting herewith are hereby cancelled.

Issued April 27, 1915.

Order No. 1910.

ORDERED, That Order No. 1285, issued by this Commission on No-

vember 24, 1914, providing "That Order No. 1755, issued July 1, 1914, be, and the same is hereby, suspended until further notice," be, and the same is hereby, cancelled, recalled and annulled and Order No. 1775, issued July 29, 1914, be, and it is hereby, reinstated and readopted in full.

It is further

ORDERED, That railroads operating in the State of Louisiana are hereby prohibited from requiring as a condition precedent to recovery that notice of claims or filing of claims for loss, damage or injury to shipments lost or damaged in transit, or while in the railroad's possession as a common carrier, shall be filed in a less period than two years from the date of shipment.

It is further

ORDERED, That all orders, authorities, rules, regulations or classifications of this Commission conflicting herewith are hereby cancelled.

Issued May 26, 1915.

Adoption of Southern Classification No. 42.

Order No. 2016.

ORDERED, That the railroads operating in the State of Louisiana east of the Mississippi River be, and they are hereby, authorized to use Southern Classification Number 42 with the exceptions hereafter noted.

This authority is granted without prejudice to anyone desiring to make complaints against specific items or rules in said classification.

It is further

ORDERED, That all exceptions made by this Commission in its orders or decisions in previous issues of the Southern Classification shall apply to Southern Classification No. 42.

It is further

ORDERED, That Section three (3) of Rule 26, of said Southern Classification No. 42, be made to read as follows:

"Unless otherwise provided, a shipment containing articles which, because of their length or bulk, cannot be loaded through the center side doorway, six (6) feet wide by seven feet six inches (7 ft. 6 in.) high, of a closed car 36 feet or less in length by 8 feet 6 inches wide and 8 feet high, without the use of an end door or window, shall be assessed an arbitrary charge of \$1.00 on each consignment over and above the charge that would accrue by applying the regular published rates, to cover the occasional extra cost of placing special size box equipment, or of loading or unloading through end doors or windows.

When articles which, because of their length or bulk, require forwarding on open cars and the shipper consents in writing to such forwarding at time of signing bill of lading, the charges shall be assessed at actual weight and authorized rating, subject to a minimum charge of 4,000 pounds, at the first-class rate for the entire shipment."

Issued June 21, 1916.

Application of Western Classification No. 53 on Louisiana Business.**Order No. 2020.****(Amending Order No. 1879.)**

ORDERED, That Section B of Rule No. 20 of Western Classification No. 53 be made to read as follows:

"Unless otherwise provided, a shipment containing articles which, because of their length or bulk, cannot be loaded through the center side doorway six feet (6 ft.) wide by seven feet six inches (7 ft. 6 in.) high, of a closed car 36 feet or less in length, by 8 feet 6 inches wide and 8 feet high, without the use of an end door or window, shall be assessed an arbitrary charge of \$1.00 on each consignment over and above the charge that would accrue by applying the regular published rates, to cover the occasional extra cost of placing special size box equipment, or of loading or unloading through the doors or windows.

When articles which, because of their length or bulk, require forwarding on open cars and the shipper consents in writing to such forwarding at time of signing bill of lading, the charges shall be assessed at actual weight and authorized rating, subject to a minimum charge of 4,000 pounds, at the first-class rate for the entire shipment."

Issued July 17, 1916.

Adoption of Western Classification No. 54 and Supplements Nos. 1 and 2 Thereof.**Order No. 2037.**

ORDERED, That the railroads operating in the State of Louisiana in Western Classification territory be, and they are hereby, authorized to use Western Classification No. 54 and Supplements Nos. 1 and 2 thereof. This authority is granted without prejudice to anyone desiring to make complaints against specific items or rules in said classification.

It is further

ORDERED, That all exceptions made by this Commission in its orders or decisions to previous issues of the Western Classification shall apply to Western Classification No. 54.

Issued September 14, 1916.

Application for Use on Louisiana Business Southern Classification No. 43.**Order No. 2083.**

ORDERED, That the railroads operating in the State of Louisiana east of the Mississippi River be, and they are hereby, authorized to use

Southern Classification No. 43, effective April 15, 1917. This authority is granted without prejudice to anyone desiring to make complaints against specific items or rules in said classification.

It is further

ORDERED, That all exceptions made by this Commission in its orders or decisions or authorities to previous issues of Southern Classification be, and the same shall apply to Southern Classification No. 43.

Issued March 21, 1912.

Order No. 2091.

ORDERED, That Order No. 2020, issued on July 17, 1916, amending the provision of Section B of Rule No. 20 of Western Classification No. 53 be, and the same is hereby, affirmed.

It is further

ORDERED, That Order No. 2020, issued July 17, 1916, amending the provisions of Section B of Rule No. 20 of Western Classification No. 53, be, and the same is hereby, made applicable to Western Classification No. 54 and reissues thereof.

Issued April 10, 1917.

**Application for Use of Official Express Classification No. 25 on
Louisiana Business.**

Order No. 2106.

ORDERED, That the application of the express companies operating the State of Louisiana for authority to apply on Louisiana business Official Express Classification No. 25, be, and the same is hereby, granted.

Issued July 18, 1917.

**Adoption of Western Classification No. 55 for Louisiana Intrastate
Traffic.**

Order No. 2196.

ORDERED, That the railroads operating in the State of Louisiana in Western Classification territory be, and they are hereby, authorized to use Western Classification No. 55 and Supplement No. 1 thereto. This authority is granted without prejudice to anyone desiring to make complaint against any specific items or rules in said Classification.

It is further

ORDERED, That all exceptions made by this Commission in its orders or decisions as to previous issues of the Western Classification shall apply to Western Classification No. 55.

Issued March 20, 1918.

COAL AND COKE.**New Orleans to Houma Branch.**

Order No. 61.

ORDERED, That the Southern Pacific Company place in a rate of \$1.15 per ton on coal from New Orleans to all Houma Branch points during the winter months.

Issued April 26, 1900.

Minimum Carload Weight, M. L. & T. R. R. & S. S. Co.

Order No. 590.

ORDERED, That the M. L. & T. R. R. & S. S. Co. et al. may fix a minimum weight on a carload of coal at 25 tons to the car, except where the capacity of the car is less, in which case the capacity of the car shall be the minimum weight.

All authorities, rules or orders in conflict herewith are cancelled.

Issued November 9, 1906.

New Orleans to Washington.

Order No. 758.

ORDERED, That the M. L. & T. R. R. & S. S. Co. be, and is hereby, required to cease and desist from charging more on coal, in carloads, from New Orleans to Washington, Louisiana, and points intermediate on its Alexandria Branch than \$1.10 per ton during the summer months, beginning March 1, 1908, and ending September 30, 1908, and during the same period each year thereafter until this rate is changed by this Commission.

Issued September 13, 1907.

Summer Rates, M. L. & T. R. R. and L. W. R. R.

Order No. 864.

ORDERED, That the Morgan's Louisiana & Texas Railroad & Steamship Company, the Louisiana Western Railroad Company and the Iberia & Vermillion Railroad Company shall, during the months of March, April, May, June, July, August and September, charge the fol-

lowing rates on coal, carloads, minimum 10 per cent less than capacity of the car:

From New Orleans to—	Rate per ton of 2,000 lbs.
Abbeville.	\$1.10
Erath.	1.10
Kaplan.	1.20
Gueydan.	1.20
Morse.	1.30
Egan.	1.40
Eunice.	1.50

Issued December 24, 1908.

Summer Rates, New Orleans to Crowley.

Order No. 912.

ORDERED, That the Morgan's Louisiana & Texas Railroad & Steamship Company and the Louisiana Western Railroad Company be, and are hereby, commanded and required to cease and desist from charging a higher rate on coal, in carloads, from New Orleans to Crowley, both points in Louisiana, and stations intermediate than one dollar and ten cents per ton of 2,000 pounds during the months beginning March 1 and ending September 30, every year hereafter until this rate is changed or modified by the Commission.

Issued October 8, 1908.

COCOANUT CAKE AND MEAL.

Rates on Cocoanut Cake and Meal and Palm Kernel Meal and Cake on Louisiana Intrastate Traffic.

Order No. 2183.

ORDERED, That all railroads operating in the State of Louisiana be, and they are hereby, commanded and required to charge for the transportation of cocoanut cake and meal and palm kernel cake and meal for transportation between points in Louisiana, the same rates as are now applied on mixed stock feeds between points in Louisiana.

Issued February 20, 1918.

COCA COLA.

(See Soda Water, etc.)

COFFEE.

New Orleans to Shreveport, Alexandria, Monroe and Lake Charles.

Order No. 432.

Texas & Pacific Railway Company, Morgan's Louisiana & Texas Railroad and connections.

ORDERED, That the rate on green and roasted coffees, carloads, between New Orleans and Shreveport, Alexandria, Monroe and Lake Charles shall be 20 cents per 100 pounds.

Issued February 17, 1905.

CORD WOOD.

(See Wood.)

CORN AND OATS.

Bayou Sara to Bains.

Order No. 867.

ORDERED, That the defendant be, and is, required at once to correct its tariffs so as to show the correct location of Bains Station, and its correct distance from Bayou Sara, which will result in a rate of 7 cents applying from Bayou Sara on corn and oats.

Issued March 24, 1908.

Order No. 1036.

At a general session of the Railroad Commission of Louisiana, held in its office in the Capitol, at Baton Rouge, Louisiana, on July 29, 1909, Hon. C. L. deFuentes, Chairman, and Hon. J. J. Meredith, Commissioner, being present, after due hearing granted to interested parties, in pursuance of notice previously given, the following rates for the transportation of native grown corn and oats, and the products of corn and oats, by railroads, between points in the State of Louisiana, and the following rules governing milling-in-transit and stopping-in-transit of shipments of corn and oats were adopted:

CORN AND OATS AND THEIR PRODUCTS.

Distances—	Rates in Cents per 100 Lbs.	
	Corn. and Oats.	Products of Corn and Oats.
10 miles and under.....	5	7
20 miles and over 10 miles.....	6	8
30 miles and over 20 miles.....	7	9
40 miles and over 30 miles.....	8	10
50 miles and over 40 miles.....	9	11
75 miles and over 50 miles.....	10	12
100 miles and over 75 miles.....	11	13
120 miles and over 100 miles.....	11½	13½
Over 120 miles.....	12½	14½

TWO-LINE CARLOAD RATES

shall be the combination of local rates for distance hauled over each road, less 10 per cent, with maximum of 15 cents per 100 pounds on corn and oats, and 17 cents per 100 pounds on products.

THREE-LINE CARLOAD RATES

shall be the combination of local rates for distance hauled over each road, less 10 per cent, with maximum of 18 cents per 100 pounds on corn and oats, and 20 cents per 100 pounds on products.

MINIMUM WEIGHTS.

Corn in the ear.....	30,000 pounds.
Corn, shelled, in bulk.....	10% less than marked capacity of cars, with minimum of 40,000 pounds.
Corn, in sacks.....	40,000 pounds.
Oats.	30,000 pounds.
Products of corn and oats.....	30,000 pounds.

MILLING-IN-TRANSIT AND STOPPING-IN-TRANSIT RULES.

On movement of grain through elevators no elevator charge will be allowed or paid out of the freight rate, but the elevator charge will be in addition to the freight rate.

TRANSIT ARRANGEMENTS.

Shipments of corn and oats may be stopped in transit, when the stopping point is in direct route from point of origin to destination, for shelling, milling, cleaning, clipping, mixing, grading, sacking, inspection, weighing, storing, changing consignment or destination, and a through rate from point of origin to destination shall be applied, subject to the following general rules:

GRAIN MILLED IN TRANSIT.

The through rate on the grain product from point of origin of the grain, or from the milling point, to destination, whichever is higher, shall be applied, subject to switching charges, if any, at the transit station, as provided below.

Corn or oats stopped in transit, except for milling, will be subject to an additional charge of two (\$2.00) dollars per car, to be collected on each inbound car into the stopping point.

In case the stopping privilege provided above requires switching service to and from a mill, warehouse or other industry, located on a foreign line at transit point, the switching charges of such foreign line will be charged in addition.

Corn, oats or their products must be reshipped within six months from the time, as shown by paid bill received at transit station. If held longer than six months the freight bills for transit purposes shall be null and void and the local rate applied.

When corn, oats or the products of corn or oats are offered for shipment same must be accompanied with proof that shipments are Louisiana-grown corn or oats or the products thereof.

CHECK OF TRANSIT PRIVILEGES.

Shippers doing a transit business will not be entitled to this privilege on freight bills in excess of the total amount of grain on hand at any given time. This amount will be determined by check of such representatives as interested carriers may select and as often as may be necessary for the proper control of the business. It is understood that transit privileges will be accorded only to such shippers as conform to the requirements of these rules. All records, including claims and settlements, covering transit privileges shall be subject to the inspection of the carrier's agent or his representative for verification. At junction points checks may be made by a joint representative duly authorized by each road interested. Surplus or expired freight bills, as a result of such check, shall be withdrawn or cancelled.

CORN SHELLED IN TRANSIT.

When shipments of shelled corn, or products of corn, is made, which is reshipment of corn that came into transit station, in ear, and original freight bill and copy of bill of lading are surrendered, the weight of the shipment of the ear corn into transit station will be reduced 20%, and freight charges on the ear corn reduced accordingly. This reduction is an allowance for cobs, but must not reduce the weight of the ear corn into transit station below the established minimum, except where the original car was loaded to full bulk capacity, in which case a reduction of 20% will be allowed irrespective of minimum, except that minimum shall not be less than 30,000 pounds. Should the weight of the shelled corn, or the products, be greater than 80% of the in-shipment of ear corn, the excess weight over 80% will be charged for at the local carload rate from stopping point, unless such excess is represented by another freight bill into shelling or milling stations.

It is now, therefore,

ORDERED, That all railroad companies, and others operating railroads in the State of Louisiana, be, and are hereby, required and commanded to put the rates and the rules governing milling-in-transit and stopping-in-transit of shipments of corn and oats, between points in Louisiana, named herein, into effect on and after August 15, 1909.

It is further

ORDERED, That all rates, rules and regulations in conflict herewith be cancelled when these rates, rules and regulations go into effect.

Issued July 20, 1909.

Minimum Weight of Corn in the Ear; Allowance for Cobs.

Order No. 1181.

(Amends Order No. 1036.)

(Cancels Order No. 1163.)

ORDERED, That Order No. 1163, adopted by this Commission on June 30, 1910, establishing a minimum weight on corn in the ear, be, and the same is hereby, rescinded and cancelled.

It is further

ORDERED, That Order No. 1036, adopted by the Commission on July 29, 1910, be, and it is hereby, amended and changed so as to read as follows:

MINIMUM WEIGHT.

Corn in the ear.....30,000 pounds.

(Except that actual weight will apply when cars are loaded to full grain-carrying capacity; but in no case less than 24,000 pounds.)

CORN SHELLED IN TRANSIT.

When shipments of shelled corn, or products of corn, are made, which is a reshipment of corn that came into transit station, in the ear, and freight bill and copy of bill of lading are surrendered, the weight of the shipment of the ear corn into transit station will be reduced twenty (20) per cent, and freight charges on the ear will be reduced accordingly.

This reduction is an allowance for cobs, but must not reduce the weight of the ear corn into transit station below 24,000 pounds except where the original car was loaded to full grain-carrying capacity, in which case a reduction of twenty (20) per cent will be allowed irrespective of the minimum.

Effective October 15, 1910, when all rates, rules, regulations, or orders, or parts of the same, in conflict herewith are cancelled.

Issued September 30, 1910.

Order No. 2011.

(Amending Order No. 1036.)

ORDERED, That the provision in Order No. 1036, adopted by this Commission on July 29, 1909, relative to maximum joint rates on corn and oats and their products, be, and the same is hereby, amended so as to make the maximum carload rate on these commodities, when moving over three or more lines, eighteen (18) cents per 100 pounds on corn and oats and twenty (20) cents per 100 pounds on products.

Issued June 20, 1916.

Rates and Transit Arrangements on Corn and Oats and Their Products.

Order No. 2114.

(Amending and Modifying Order No. 1036.)

ORDERED, That in movements of corn in the shuck transported from points on the Franklin & Abbeville Railway, to be shelled at Adeline, on the Morgan's Louisiana & Texas Railroad & Steamship Company and reshipped to points on the Morgan's Louisiana & Texas Railroad & Steamship Co., in Louisiana, the Franklin & Abbeville Railway Co. shall charge its local rates, less 10 per cent on such movements to the junction point, and the Morgan's Louisiana & Texas Railroad & Steamship Company shall charge its local rates, less 10 per cent from junction point to shelling point, using rates named in Order No. 1036, and the Morgan's Louisiana & Texas Railroad & Steamship Company shall absorb all cob and shuck allowances at shelling points, this arrangement to be effective from and after the 1st day of July, 1917.

Issued July 26, 1917.

Order No. 2142.

(Amending Order No. 2114.)

ORDERED, That Order No. 2114, issued July 26, 1917, relative to movements of corn in the shuck transported from points on the Franklin & Abbeville Railway to be shelled at Adeline, be, and the same is hereby, amended so as to include New Iberia as well as Adeline in the provisions of said Order No. 2114.

Issued November 20, 1917.

From Points on L. W. R. R., via Opelousas, to New Orleans.

Order No. 68.

The Southern Pacific Company.

ORDERED, That the following tariff on cotton be placed in effect by the defendant company:

COTTON.

From—	To—	Rate per Bale.
Mermentau, Estherwood, Crowley.....	Opelousas....	35 cents
Midland Branch, north and south extension....	Opelousas....	45 cents
Rayne, Duson, Scott.....	Opelousas....	*25 cents
New Iberia, St. Martinville, Broussard, Lafayette.....	Opelousas....	*25 cents
Iberia & Vermillion Railway Station.....	Opelousas....	*35 cents
Arnaudville extension of St. Martinville branch.....	Opelousas....	*35 cents

Issued May 25, 1900.

*When reshipped to New Orleans refund of 10 cents per bale shall be made.

Opelousas to Lafayette.

Order No. 72

The Southern Pacific Company.

ORDERED, That the following tariff be put into effect at once by the said Southern Pacific:

COTTON.

From—	To—	Rate per Bale.
Opelousas.....	Lafayette.....	*25 cents
Issued May 30, 1900.		

In Round Bales.

Order No. 90.

(General Order.)

ORDERED, That' cotton in round bales shall take the same rate as compressed cotton in square bales. (Applies to rates per 100 pounds, or proportional rate, when rates are "per bale.")

(See foot note.)

Minimum Weight.

Order No. 176.

(General Order.)

ORDERED, That the estimated weight of a bale of uncompressed cotton is fixed at 535 pounds as a standard, and all carriers are notified to amend their tariffs to conform with this order.

Issued October 10, 1901.

Steamboats May Add Cost of Insuring.

Order No. 339.

ORDERED, That the Red River Line and any steamboat or steamboat company may add to the rates authorized by the Commission for the transportation of cotton uninsured the actual cost of insuring the cotton when it is insured by the boat

Issued March 10, 1904.

Between Points on the V., S. & P. Ry.

Order No. 546.

UNCOMPRESSED COTTON.

From all stations on the Vicksburg, Shreveport & Pacific Railway to all compress points on the Vicksburg, Shreveport & Pacific Railway in Louisiana are established:

Distances—	Gross Rate per Bale.	Refund per Bale.	Net Rate per Bale.
5 miles and under.....	\$1.15	\$1.00	\$.15
10 miles and over 5 miles.....	1.25	1.00	.25
15 miles and over 10 miles.....	1.35	1.00	.35
25 miles and over 15 miles.....	1.40	1.00	.40
35 miles and over 25 miles.....	1.50	1.00	.50
45 miles and over 35 miles.....	1.60	1.00	.60
50 miles and over 45 miles.....	1.65	1.00	.65
60 miles and over 50 miles.....	1.75	1.00	.75
70 miles and over 60 miles.....	1.90	1.00	.90
80 miles and over 70 miles.....	1.95	1.00	.95
100 miles and over 80 miles.....	2.00	1.00	1.00
125 miles and over 100 miles.....	2.25	1.00	1.25
150 miles and over 125 miles.....	2.50	1.00	1.50
175 miles and over 150 miles.....	2.75	1.00	1.75

The rates named in this order are subject to the following terms and conditions:

Refunds authorized herein will be made on cotton forwarded over the Vicksburg, Shreveport & Pacific Railway from compress points on said railway at the lowest authorized published rates to New Orleans and to interstate points.

The provisions of Joint Freight Tariff No. 974-A may be applied to the above named rates, as shown on pages 5 and 6 of the said tariff.

Effective August 15, 1906.

To Shreveport from Gloster.

Order No. 599.

Texas & Pacific Railway.

ORDERED, That the rate of 35 cents per bale on cotton from Gloster to Shreveport be, and is hereby, established, the refund charge of \$1.00 per bale to be added to this rate, and refund to shippers under the conditions of the contract approved by the Commission. Rates from intermediate points shall not exceed the rate so established.

Issued November 9, 1906.

Concentration Charges at Opelousas.

Order No. 769.

ORDERED, That the petition of the Morgan's Louisiana & Texas Railroad & Steamship Company, the Louisiana Western Railroad Company, the Opelousas, Gulf & Northeastern Railroad Company, the Colorado Southern, New Orleans & Pacific Railway Company, to be allowed to establish a concentration charge on cotton shipped to Opelousas to be compressed, the said concentration charge to be refunded to the shipper or consignee when cotton is reshipped, be, and the same is hereby, granted and the following rates are hereby established:

On cotton originating at Rayne there shall be a refund charge of 85 cents per bale.

On cotton originating at Eunice there shall be a refund charge of 55 cents per bale.

On cotton originating at Crowley there shall be a refund charge of 65 cents per bale.

On cotton originating at Port Barre there shall be a refund charge of 75 cents per bale.

On cotton originating at Solien, Wykoff, Brand, Randall and Poplar Grove there shall be a refund charge of \$1.00 per bale.

It is further

ORDERED, That all the tariffs of the railroad companies operating into Opelousas and affected by this order shall cause their tariffs to be so printed and arranged as to show plainly, in three columns, the net rate, the gross rate and the amount to be refunded, and all bills of lading and expense bills, covering shipments of cotton subject to refunds, shall have stamped or printed plainly across the face thereof the words:

"Subject to a refund of per bale when delivered to this company for reshipment."

The agent at the shipping station shall insert in the blank space provided the amount of refund due on the shipment, and the agent at the delivery office shall insert the amount of refund due on the expense bill.

It is further

ORDERED, That the amount to be refunded shall be paid by the carrier as soon as the shipments are delivered for reshipment.

By order of the Commission.

Issued September 13, 1907.

Rates on Cotton to Sibley.

Order No. 843.

ORDERED, That, in accordance with the amicable adjustment reached in this case, the defendant, the Louisiana & Arkansas Railway

Company, be, and is hereby, required, on and after January 21, 1908, to charge no more than \$1.25 per bale of 535 pounds, on cotton, from Goldonna to Springhill station, inclusive, to Sibley.

Issued January 21, 1908

Concentration Charges at Monroe, V., S. & P. Ry.

Order No. 1045.

ORDERED, That the Vicksburg, Shreveport & Pacific Railway Company be, and it is hereby, commanded and required to eliminate from its tariffs governing concentration charges collected on cotton consigned to points in the State of Louisiana, any limitation as to the time within which repayments shall be made of refund charges collected from shippers.

It is further

ORDERED, That refunds on concentration charges must be made whenever freight bills are tendered with outbound shipments of cotton on which concentration charges have been collected.

Issued July 29, 1909.

Effective August 15, 1909.

Concentration Charges at Monroe.

Order No. 1057.

ORDERED, That the Arkansas, Louisiana & Gulf Railway Company, the St. Louis, Iron Mountain & Southern Railway Company and any other companies or parties operating railroads into Monroe be, and they are hereby, commanded and required to eliminate from their tariffs governing concentration charges collected on cotton consigned to points in Louisiana, any limitation as to the time within which repayments shall be made of refund charges collected from shippers.

It is further

ORDERED, That refunds on concentration charges must be made whenever freight bills are tendered with outbound shipments of cotton on which concentration charges have been collected.

All orders, authorities, rates, rules or regulations in conflict herewith are hereby cancelled.

Effective at once.

Issued September 30, 1909.

**Changing Basis of Rates on Cotton from Rate "Per Bale"
to Rates per One Hundred Pounds.**

Order No. 1204.

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required, on and after December 1, 1910, to discontinue charging rates "per bale" on cotton, and to readjust and publish its rates in dollars and cents per hundred pounds, using as a basis for such readjustment the rates in effect at this time, applying on a bale of cotton estimated as weighing 535 pounds.

Issued October 28, 1910.

Rates per Bale.

Order No. 1204-A.

(Amending Order No. 1204.)

ORDERED, That Order No. 1204, adopted by this Commission on October 28, 1910, be, and it is hereby, so amended as to allow the Texas & Pacific Railway Company to use the standard bale weight, of 500 pounds in reducing its rates on cotton per bale to rates per 100 pounds.

Effective December 1, 1910.

Issued November 15, 1910.

Order No. 1204-B.

(Amending Orders Nos. 1204 and 1204-A.)

ORDERED, That Order No. 1204, adopted October 28, 1910, and Order No. 1204-A, adopted November 15, 1910, requiring the Texas & Pacific Railway Company to readjust and republish its rates on cotton in cents per 100 pounds, where such rates are published in dollars and cents per bale, be, and the same is hereby, suspended until August 1, 1911, when all cotton tariffs of the said Texas & Pacific Railway Company shall be republished in accordance with the said Order No. 1204.

Issued December 21, 1910.

From L. & N. W. Points to Natchitoches.

Order No. 1387.

ORDERED, That, from and after April 1, 1912, all concentration charges on cotton, on the Louisiana and Northwest Railroad shall be, and they are hereby, abolished.

It is further

ORDERED, That the following rates be, and they are hereby, established for the transportation of cotton between points located on the Louisiana & Northwest Railroad:

Distances—	Rates in Cents per 100 Pounds.
5 miles and less.....	5
10 miles and over 5 miles.....	7
15 miles and over 10 miles.....	9
20 miles and over 15 miles.....	11
25 miles and over 20 miles.....	13
30 miles and over 25 miles.....	15
35 miles and over 30 miles.....	16
40 miles and over 35 miles.....	17
45 miles and over 40 miles.....	18
50 miles and over 45 miles.....	19
55 miles and over 50 miles.....	20
60 miles and over 55 miles.....	21
65 miles and over 60 miles.....	22
70 miles and over 65 miles.....	23
75 miles and over 70 miles.....	24
80 miles and over.....	25

All rates, rules, regulations and authorities in conflict herewith are hereby cancelled.

Issued February 29, 1912.

Cotton and Cotton Seed, S., L. B. & S. Ry.

Order No. 1610.

ORDERED, That the Sibley, Lake Bisteneau & Southern Railway Company be, and it is hereby, granted permission, and it is hereby given authority, to charge the following rates on cotton and cotton seed:

Uncompressed cotton in bales from Ringgold and stations north to Shreveport, \$2.00 per bale, refund \$1.00, net rate \$1.00. From stations south of Ringgold to Shreveport, \$2.25 per bale, refund \$1.00, net rate \$1.25. From Ringgold and stations north to Minden, 50 cents per bale net, and south of Ringgold, \$1.00 net. On cotton seed, carloads, from all stations to Shreveport, Arcadia, Ruston and all points taking the Shreveport rate, 11 cents per hundred pounds, and to Minden 9 cents per hundred pounds.

All rates, rules, regulations, orders and authorities in conflict herewith are hereby cancelled.

Issued August 13, 1913.

**Compressing Cotton in Transit at Alexandria Originating at
Points on the Natchitoches Branch.**

Order No. 1774.

ORDERED. That, effective the 15th day of August, 1914, the Texas & Pacific Railway Company be, and it is hereby, commanded and re-

quired to provide that on cotton originating at points on its Natchitoches Branch the rates in effect shall apply with the privilege of compressing either at Natchitoches or Alexandria, the carrier assuming the cost of compressing.

It is further

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required to so amend its tariffs as to comply with this order.

Issued July 29, 1914.

Compressing Cotton in Transit. Through Rates on Cotton.

Order No. 1777.

ORDERED, That the existing rates on cotton from points on the Louisiana & Arkansas Railway to New Orleans via Alexandria, plus 5 cents per 100 pounds, shall include the privilege of compressing cotton at Alexandria, Louisiana, the carrier to pay the cost of compressing out of the rate thus made.

All rates, rules, regulations, authorities or orders in conflict herewith are hereby cancelled.

Issued July 29, 1914.

Restoration of Compression Rules and Regulations in Effect Prior to August 15, 1914, Relative to Cotton Originating on the Natchitoches Branch, Texas & Pacific Railway.

Order No. 1849.

ORDERED, That Order No. 1774, adopted by this Commission July 29, 1914, be, and it is hereby, construed as not to cancel the concentration privileges as applicable to the Natchitoches compress.

It is further

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required to apply concentration privileges on the Natchitoches Branch in such a manner that cotton moving on this branch shall be concentrated at the first compress station in the direction of final destination.

It is further

ORDERED, That at the request of the owner or shipper the Texas & Pacific Railway Company may concentrate uncompressed cotton without extra charge at any point on its own line of railroad not in the direction of final destination, and the Texas & Pacific Railway Company is commanded and required to amend its tariffs accordingly, effective December 27, 1914.

Issued December 17, 1914.

**Rates on Cotton and Cotton Linters Between Stations on the
Vicksburg, Shreveport & Pacific Railway.**

Order No. 1850.

ORDERED, That the Vicksburg, Shreveport & Pacific Railway Company be, and it is hereby, granted permission, effective January 1, 1915, to establish and charge the following rates:

Cotton and Cotton Linters, in Bales, Between Stations on V., S. & P.

Distances—	Rates in Cents per 100 Pounds.
5 miles and less.....	10
10 miles and over 5 miles.....	12
15 miles and over 10 miles.....	14
20 miles and over 15 miles.....	16
25 miles and over 20 miles.....	18
30 miles and over 25 miles.....	20
35 miles and over 30 miles.....	22
40 miles and over 35 miles.....	24
45 miles and over 40 miles.....	26
50 miles and over 45 miles.....	28
55 miles and over 50 miles.....	30
60 miles and over 55 miles.....	30
65 miles and over 60 miles.....	31
70 miles and over 65 miles.....	31
75 miles and over 70 miles.....	32
80 miles and over 75 miles.....	32
85 miles and over 80 miles.....	33
90 miles and over 85 miles.....	33
95 miles and over 90 miles.....	34
100 miles and over 95 miles.....	34
105 miles and over 100 miles.....	35
110 miles and over 105 miles.....	35
115 miles and over 110 miles.....	36
120 miles and over 115 miles.....	36
125 miles and over 120 miles.....	37
130 miles and over 125 miles.....	37
135 miles and over 130 miles.....	38
140 miles and over 135 miles.....	38
145 miles and over 140 miles.....	38
150 miles and over 145 miles.....	39
155 miles and over 150 miles.....	39
160 miles and over 155 miles.....	39
165 miles and over 160 miles.....	40
170 miles and over 165 miles.....	40
175 miles and over 170 miles.....	40

All rules, rates, regulations, orders and authorities in conflict herewith are hereby cancelled when this order goes into effect.

Issued December 17, 1914.

**Rates on Cotton and Cotton Linters From Points in Louisiana
to New Orleans.**

Order No. 2143.

ORDERED, That in so far as the applications request the establishment of rates on uncompressed cotton and cotton linters higher than rates on cotton to be compressed in transit by and at the expense of the carriers, the applications be, and they are hereby, denied.

It is further

ORDERED, That the rates submitted by the carriers in their various applications to apply on cotton and cotton linters compressed, from points in the State of Louisiana to New Orleans, La., be, and the same are hereby, approved.

It is further

ORDERED, That the rates submitted by the carriers in their various applications to be applied on cotton and cotton linters to be compressed in transit, by and at the expense of the carriers, including 10 cents per 100 pounds for cost of compression, shall also be applied on shipments of uncompressed cotton when transported through the destination uncompressed.

It is further

ORDERED, That the rates hereby authorized, approved and established shall become effective December 15, 1917.

It is further

ORDERED, That all rates, rules, regulations, authorities or orders in conflict with this order be, and they are hereby, rescinded and cancelled when the rates herein become effective.

Issued November 20, 1917.

Order No. 2152.

ORDERED, That where carriers have not made application for rates on cotton to be compressed in transit at the expense of the carrier, said rates be, and the same are hereby, fixed at 10 cents per 100 pounds less than the rates petitioned for on flat cotton by said carriers, this adjustment not to affect rates on flat cotton now higher than rates which will result from the application of this advance to existing rates; provided, that in so far as those carriers which applied for rates in dollars and cents per bale, these rates be, and the same are hereby,

fixed at an advance of 50 cents per bale over and above the existing rate on flat cotton.

It is further

ORDERED, That the rates petitioned for by the Morgan's Louisiana & Texas Railroad & Steamship Company from points on its line into Opelousas and Alexandria be, and the same are hereby, approved.

It is further

ORDERED, That the rates of the Texas & Pacific Railway on cotton and cotton linters, uncompressed, from points on the line to Bunkie, La., be, and the same are hereby, approved.

It is further

ORDERED, That the rates fixed by Order No. 2143 on uncompressed cotton shall not reduce rates on uncompressed cotton from Chicago, Rock Island & Pacific stations to New Orleans and points taking the same rates; that Item No. 25, Chicago, Rock Island & Pacific Tariff 25600-I, be applied in connection with the rates established under the Order 2143 for application from Chicago, Rock Island & Pacific local stations south of Alexandria to New Orleans and points taking the same rates.

It is further

ORDERED, That in the case of the Kansas City Southern Railway Company, where the rate of 49½ cents per 100 pounds on uncompressed cotton to go through to destination uncompressed from Shreveport and group and from Forbing, La., to Kingston Lumber Company's Spur, inclusive, to New Orleans has been made, this rate will also apply from stations on the Kansas City Southern Railway, Mansfield and south to New Orleans.

It is further

ORDERED, That the rate on uncompressed cotton to go through to destination uncompressed from Christie & Eastern Railway stations via Kansas City Southern Railway and connections, be made 55 cents per 100 pounds to New Orleans.

It is further

ORDERED, That the rates on cotton from stations on the Black Bayou Railroad in Louisiana to New Orleans via the Kansas City Southern Railway and connections, be, and the same are hereby, fixed the same as from Myrtis, La., main line point on the Kansas City Southern Railway at junction with the Black Bayou Railroad.

It is further

ORDERED, That the rates on cotton to be compressed by and at the expense of carriers from Mansfield, South Mansfield and Mansfield Clay Products Spur to New Orleans be, and the same are hereby, fixed the same as from Shreveport, La.

It is further

ORDERED, That the rates on uncompressed cotton, to go through to destination uncompressed, from stations on the St. Louis South-

western Railway to New Orleans, La., be, and the same are hereby, made as follows: From stations, Arkana to Alden Bridge, both inclusive, 60 cents; from Benton, 59½ cents, and from stations Willow Chute to Foster, both inclusive, 57½ cents per 100 pounds.

It is further

ORDERED, That the rules, regulations and charges covering concentration and reshipment of cotton and cotton linters as fixed by this Commission's Order 1441, of date September 25, 1912, be, and the same are hereby, affirmed and re-established.

It is further

ORDERED, That in no event shall any of the rates now in effect on uncompressed cotton and cotton linters on the lines of carriers parties to this proceeding be advanced more than 10 cents per 100 pounds, with a maximum of 50 cents per bale.

It is further

ORDERED, That the rates hereby authorized, approved and established shall become effective December 15, 1917.

Issued December 11, 1917.

Order No. 2153.

ORDERED, That the rates from points on the Eunice Branch of the Texas & Pacific Railway, Eunice to Frith Spur, inclusive, to New Orleans, on cotton and cotton linters to be compressed in transit, the carrier to pay the cost of compressing not exceeding 10 cents per 100 pounds, be, and the same are hereby, made and established at 40 cents per 100 pounds, this being 10 cents higher than the rates on compressed cotton from Bunkie, La., to New Orleans.

It is further

ORDERED, That the rates from points on the Alexandria Branch of the Morgan's Louisiana & Texas Railroad & Steamship Company from Opelousas to Alexandria and from points on the Alexandria Branch of the Morgan's Louisiana & Texas Railroad & Steamship Company to Opelousas shall be governed by the Commission's Order No. 1441, providing for back haul and compensation therefor.

It is further

ORDERED, That rates on flat cotton not provided for in Order No. 2152, where carriers have applied for rates in cents per 100 pounds, be, and the same are hereby, fixed at 10 cents per 100 pounds higher than the existing rates; where rates are stated in dollars and cents per bale, the existing rates may be advanced to a maximum of 50 cents per bale on flat cotton.

It is further

ORDERED, That rates on uncompressed cotton and cotton linters on the New Orleans, Texas & Mexico Railway Company and the New

Iberia & Northern Railroad Company from points from which rates are currently carried on these commodities shall be 20 cents per 100 pounds to Opelousas, La., with a refund of 6 cents per 100 pounds when reshipped to New Orleans via the New Orleans, Texas & Mexico Railway.

It is further

ORDERED, That all conflicting portions of Orders 2143 and 2152, and especially paragraphs two and three of Order 2152, be, and the same are, cancelled, annulled and rescinded.

It is further

ORDERED, That rates hereby authorized, approved and established be, and the same are hereby, made effective as of date December 15, 1917.

Issued December 18, 1917.

Concentration of Cotton.

Order No. 1441.

ORDERED, That the following rules governing the concentration of cotton by railroads in Louisiana be, and the same are hereby, adopted, effective October 1, 1912.

RULE.

Section 1. Railroad companies are required to concentrate cotton, without additional charge, at the option of the owner or shipper, at any available point, at any Gulf port or interior point in Louisiana in line of shipment from origin of destination or in the port of destination and before delivery at the wharf, and to carry concentrated cotton forward to ultimate destination at the request of the owner made during the season of shipment and not afterwards.

Sec. 2. The station in which cotton is concentrated shall be in direction of final destination, but a railway company may, at the request of the owner or shipper, concentrate uncompressed cotton without extra charge at any point on its own line of railroad not in the direction of final destination.

Sec. 3. When concentrated cotton is delivered to the owner or his agent at the point of concentration, the entire charge for transportation to such point, as such charge is fixed by the tariff authorized by this Commission, shall be paid by the owner or his agent to the delivering railroad company, and when such cotton which has been concentrated at a point located as provided in the two preceding rules, is again delivered to a railroad company for transportation to its final destination in Louisiana, the company to which such cotton is delivered shall refund to the owner or his agent the entire charge for transportation to the point of concentration when the tariff rate from the orig-

final shipping point to final destination in Louisiana is the same as or less than the charge from the concentrating point to such destination. When the rate from the original shipping point to final destination in Louisiana is greater than the rate from the concentrating point to such destination, then so much of the charge for transportation to the point of concentration shall be retained by the railroad company as well, when added to the rate from said point of concentration to final destination in Louisiana, make up and maintain the freight rate as fixed by this tariff from said original point to such destination.

Sec. 4. When the point of concentration is not so located as to come within the provisions of the preceding rules, a railroad company receiving concentrated cotton for reshipment to its final destination in Louisiana shall refund an amount sufficient to make the following charges per bale over and above the current rate from the concentrating point to final destination, viz.:

For distances of 50 miles or less..... 25 cents.

For distances of 75 miles and over 50..... 35 cents.

For distances of 100 miles and over 75..... 50 cents.

Cotton concentrated out of the direction of final destination for distances exceeding 100 miles shall be subject to full tariff rates without subsequent adjustment as herein provided for other distances.

Sec. 5. The receipted expense bills made and collected for the service of concentration shall be taken up by the railroad company, as evidence of concentration, when making the adjustment of charges authorized above. The value of such expense bills as evidence will not be impaired by any transfer or ownership of the cotton prior to the time of shipment from the point of concentration, to final destination. The freight bills for the service of concentration, tendered in the adjustment of charges when a shipment of cotton is forwarded from point of concentration to final destination, must be for cotton of the same crop as that so forwarded to final destination. Freight bills for shipments concentrated prior to August 1 shall not be available in adjustment of charges when shipments are forwarded from point of concentration to final destination after August 31.

All rates, rules, regulations or authorities in conflict herewith are cancelled.

Issued September 25, 1912.

**Readjustment of Rates, Rules and Regulations on Cotton and Cotton
Linters from Points on Their Respective Lines to
New Orleans, Louisiana.**

Order No. 2185.

(Modifying Orders Nos. 2152 and 2153.)

ORDERED, That the provisions in Order No. 2152, reading as follows:

"ORDERED, That in no event shall any of the rates now in effect on uncompressed cotton and cotton linters on the lines of carriers parties to this proceeding be advanced more than 10 cents per 100 pounds, with a maximum of 50 cents per bale"

be, and the same is hereby, recalled and rescinded.

It is further

ORDERED, That in no other respect are the orders above referred to modified by this proceeding.

Issued February 20, 1918.

Amendment of Order No. 2153 Relative to Rates on Cotton and Cotton Linters from Eunice Branch Points to New Orleans, Louisiana.

Order No. 2187.

ORDERED, That the provisions of Order No. 2153 relative to rates on cotton and cotton linters from Eunice Branch points to New Orleans, reading as follows:

"ORDERED, That the rates from points on the Eunice Branch of the Texas & Pacific Railway, Eunice to Frith Spur, inclusive, to New Orleans, on cotton and cotton linters to be compressed in transit, the carrier to pay the cost of compressing not exceeding 10 cents per 100 pounds, be, and they are hereby made and established at 40 cents per 100 pounds, this being 10 cents higher than the rates on compressed cotton from Bunkie, Louisiana, to New Orleans,"

be, and the same is hereby, affirmed.

Issued February 20, 1918.

COTTON PIECE GOODS.

Between New Orleans and Points on T. & P. Ry., Between Alexandria and Shreveport.

Order No. 57.

Texas & Pacific Railway.

ORDERED, That the defendant company, the Texas & Pacific Railway Company, revise and amend its tariff covering cotton piece goods so that the combination of locals will be observed as the maximum through rate; provided, that the rate to any intermediate point shall not be higher than the lowest combination. The mileage rate, where lower than the combination, shall be observed. (Applies to rate between New Orleans and points between Shreveport and Alexandria.)

Issued March 26, 1900.

COTTON SEED AND COTTON SEED PRODUCTS.

L. C. L., Between V., S. & P. Stations.

Order No. 58.

Vicksburg, Shreveport & Pacific Railway Company.

After due investigation and examination of the tariffs of the defendant company, General Freight Agent Steele of the said company submitted the following reduced tariff, which is hereby ordered placed in operation by the Vicksburg, Shreveport & Pacific Railroad Company's line, viz.:

Cotton Seed, L. C. L., Between Vicksburg, Shreveport & Pacific Stations in Louisiana.

Distances—	Rates in Cents per 100 Pounds.
5 miles or less.....	9
10 miles and over 5 miles.....	13
20 miles and over 10 miles.....	16
30 miles and over 20 miles.....	18
40 miles and over 30 miles.....	19
50 miles and over 40 miles.....	21
60 miles and over 50 miles.....	23
70 miles and over 60 miles.....	26
80 miles and over 70 miles.....	28
90 miles and over 80 miles.....	31
100 miles and over 90 miles.....	33
110 miles and over 100 miles.....	35
120 miles and over 110 miles.....	36
130 miles and over 120 miles.....	37
140 miles and over 130 miles.....	39
150 miles and over 140 miles.....	40
160 miles and over 150 miles.....	40
170 miles and over 160 miles.....	40

Effective at once.

Issued March 26, 1900.

Switching Charges at Alexandria.

Order No. 154.

All railroads operating at Alexandria.

ORDERED, That the rate for switching cotton seed from all water connections at Alexandria to the oil mill at that place shall be 26 cents per ton.

Cotton Seed for Planting.

Order No. 962.

(General Order. Cancels Order No. 155.)

At a general session of the Railroad Commission of Louisiana, held in its office in Baton Rouge on January 27, 1909, pursuant to notice previously given, and after a hearing, the following tariff of rates for the use of all railroad companies operating in Louisiana transporting freight, was adopted:

Cotton Seed, L. C. L. and C. L., to Be Used for Planting.

In Sacks, Boxes, Barrels or Other Packages.

Distances—	Rates in Cents per 100 Pounds.
10 miles and less.....	6
15 miles and over 10 miles.....	7
20 miles and over 15 miles.....	8
30 miles and over 20 miles.....	9
40 miles and over 30 miles.....	10
60 miles and over 40 miles.....	11
80 miles and over 60 miles.....	12
100 miles and over 80 miles.....	13
120 miles and over 100 miles.....	14
140 miles and over 120 miles.....	15
160 miles and over 140 miles.....	16
180 miles and over 160 miles.....	17
200 miles and over 180 miles.....	18
225 miles and over 200 miles.....	19
250 miles and over 225 miles.....	20
275 miles and over 250 miles.....	21
300 miles and over 275 miles.....	22
325 miles and over 300 miles.....	23
350 miles and over 325 miles.....	24
350 miles and over.....	25

Joint rates: On shipments to be transported over two or more lines of railroad, not under the same management or control, joint through rates will be made as follows: Each line shall charge the rate for the mileage transported, less 10 per cent, with a maximum rate of 20 cents per hundred pounds.

Carloads: In no case will the rate for a carload shipment exceed the less than carload rate for 30,000 pounds.

Effective each year from January 1 to June 15, unless otherwise ordered by the Commission.

Issued January 27, 1909.

Between Stations on the Y. & M. V. & R. R.

Order No. 221.

Illinois Central Railroad and Yazoo & Mississippi Valley Railroad.

The following tariff is adopted for the Illinois Central and Yazoo & Mississippi Valley Railroads:

Cotton Seed, Carloads (Minimum Weight, 24,000 Pounds),
Between Points in the State of Louisiana.

Distances—	Rates in Cents per 100 Pounds.
10 miles and under.....	5
25 miles and over 10 miles.....	6½
40 miles and over 25 miles.....	7½
50 miles and over 40 miles.....	8½
100 miles and over 50 miles.....	10
140 miles and over 100 miles.....	11½
150 miles and over 140 miles.....	12½
200 miles and over 150 miles.....	13½

This tariff cancels all other rates except emergency rates authorized by this Commission for the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad.

Issued August 14, 1902.

Carloads, Between Stations on the V., S. & P. Ry.

Order No. 231.

Vicksburg, Shreveport & Pacific Railway.

After due hearing and investigation on a petition from Vicksburg, Shreveport & Pacific Railway Company, through its general freight agent, T. F. Steele, the following rates are authorized for the Vicksburg, Shreveport & Pacific Railway Company:

Cotton Seed, Carloads (Minimum Weight, 30,000 Pounds.)

Distances—	Rates in Cents per 100 Pounds.
5 miles or less.....	4
10 miles and over 5 miles.....	4½
15 miles and over 10 miles.....	5
20 miles and over 15 miles.....	6
25 miles and over 20 miles.....	6½
40 miles and over 25 miles.....	7½
50 miles and over 40 miles.....	8½
100 miles and over 50 miles.....	10
145 miles and over 100 miles.....	11½
150 miles and over 145 miles.....	12½
Over 150 miles.....	13½

Issued November 19, 1902.

Stations on L. R. & N. to Alexandria.

Order No. 336.

Louisiana Railway & Navigation Company.

ORDERED, To readjust the rates on cotton seed from points twenty miles distant and under, from Alexandria, so as not to exceed rates for similar distances from Shreveport.

Issued March 10, 1904.

Joint Through Rates to L. & N. W. Stations Cancelled.

Order No. 425.

Louisiana & Northwest Railroad Company allowed to cancel joint through rates on cotton seed from points on its line to Monroe and Shreveport, and apply local distance tariff rates, via Gibsland, plus a refunding charge of \$1.00, to be refunded when cotton seed is delivered to the Louisiana & Northwest Railroad Company for reshipment.

Issued February 17, 1905.

Between Points on Texas & Pacific Railway.

Order No. 484.

(Contested by Texas & Pacific Railway Company, and pending litigation the rates are not yet in effect.)

(Affirmed by Order No. 489.)

Issued December 13, 1905.

(For rates, see Ninth Annual Report, page 204.)

Carloads, from Stations on the L. & A. Ry. to Alexandria.

Order No. 584.

ORDERED, That the following rates applying on cotton seed, carloads (minimum weight, 30,000 pounds), from stations on the Louisiana & Arkansas Railway to Alexandria, be, and the same are hereby, established, effective at once:

(Rates and Refunds in Cents per 100 Pounds.)

To Alexandria from—	Rate. Refund.	
Tloga.	8	3
Bentley, Dry Prong.	8	3
Williana, Packton	9	3
Moore, Winnfield, Fay, Sardonia, Zion, Beall, Grand.	10	3
Georgetown.	10	5
Wright, Little Creek, Calvin, Grace, Coldwater, Searcy, Trout.	11	5
Jena, Goldonna, Chestnut, Skidder, Ashland.	13	3

The refunds shown are to be made in the event the products of the seed to the extent of 50 per cent of the inbound tonnage is shipped out over the Louisiana & Arkansas Railway.

Issued October 12, 1906.

Carloads, from Stations on Kansas City Southern Railway to Shreveport and Mansfield.

Order No. 606.

ORDERED, That the Kansas City Southern Railway Company be, and is hereby, authorized to establish the following rates on cotton seed to Shreveport and Mansfield from points on its line in Louisiana:

From—	To Shreveport:		To Mansfield:	
	Column A	Column B	Column A	Column B
McCoy's Spur to Ananias, inclusive.....	15	5	15	5
Mooringsport.	10	3	15	5
Blanchard.	8	3	15	5
Forbing.	8	3	10	3
De Soto.	8	3	9	3
Frierson.	8	3	8	3
Frierson Gin Spur.....	8	2	8	3
Kingston.	8	2	8	3
Holly.	9	2	8	3
Hollingsworth.	9	2	7	2
Mansfield.	7	—	—	—
Trenton.	12½	2½	7	2
Benson.	12½	2½	7	2
Nolan.	12½	2½	7	2
Converse.	12½	2½	8	2
Noble to Lockport Junction, inclusive...	12½	2½	12½	2½

Note 1. On receipt of cotton seed at Shreveport and Mansfield, agents will make delivery on basis of rate shown in column "A." Whenever outbound tonnage (exclusive of hulls and linters) is given the Kansas City Southern to competitive points shall equal fifty (50) per cent of the gross weight of all seed shipped in, expense bills covering the inbound movement, together with shipper's bill of lading and statement of billings covering outbound shipments of cotton seed products, must be attached to all claims for refunds and forwarded to R. R. Mitchell, A. G. F. A., who will instruct agent as to disposition of refund.

Issued November 9, 1906.

Discriminations in Rates Against Alexandria Abolished.

Order No. 623.

ORDERED, That the Louisiana Railway & Navigation Company

shall discontinue the discrimination in rates on cotton seed against Alexandria, and shall establish, effective January 20, 1907, a rate of two dollars per ton, net, on cotton seed, for a distance of one hundred miles from points on its line to Alexandria, and the same rate for the same distance into Shreveport.

Issued January 10, 1907.

Carload Rates from Rock Island Points to Monroe Reduced.

Order No. 767.

ORDERED, That, on and after October 1, 1907, the defendants, the Chicago, Rock Island & Pacific Railway Company and the Vicksburg, Shreveport & Pacific Railway Company, be, and are hereby, required to reduce the rate on cotton seed, carloads, from all points on the Chicago, Rock Island & Pacific Railway to Monroe and Shreveport, to three dollars per ton, minimum carload weight to be 30,000 pounds.

Issued September 13, 1907.

Carload Rates from Stations on Louisiana Railway & Navigation Company to Natchitoches Established.

Order No. 775.

ORDERED, That the following rates be, and are hereby, established as reasonable and just rates to be charged by the Louisiana Railway & Navigation Company and the Louisiana & Northwest Railroad Company on cotton seed, carloads (minimum weight, 30,000 pounds to a car), to Grand Ecore, La., from points on the Louisiana Railway and Navigation Company's lines, viz.:

	Rates in Cents per 100 Pounds.
Campptl.	5
Stations beyond Campptl to Grappes Bluff, inclusive.	6½
Stations beyond Grappes Bluff to Coushatta, inclusive.	7½
Stations from Irma to Clarence, inclusive.	5
Stations from Montgomery to Luella, inclusive.	6¼

To the above rates may be added a refund charge of sixty (60) cents per ton, and the gross rate thus obtained may be charged by defendants.

"Refund" will be made by the Louisiana Railway & Navigation Company when the products of a like quantity are shipped from Grand Ecore, La., via Hagan, La., and Louisiana Railway & Navigation Company to New Orleans, La., proper, or New Orleans, La., for export. The products to equal 50 per cent of the weight of the seed into Grand Ecore, La., from the Louisiana Railway & Navigation Company, and to consist of cotton seed oil, cotton seed meal or cotton seed cake.

Claims for refund to be accompanied by freight bills on the cotton seed into Grand Ecore, La., and copies of the bills of lading for cotton seed products shipped from Grand Ecore, La.

These rates will become effective October 1, 1907, when all rates in conflict will be cancelled.

Baton Rouge, La.

From Points on the T. & P. Ry. to Grand Ecore.

Order No. 776.

ORDERED, That the following rates be, and are hereby, established as reasonable and just rates to be charged by the Texas & Pacific Railway Company and the Louisiana & Northwest Railroad Company on cotton seed, carload (minimum weight, 30,000 pounds to a car), to Grand Ecore from points on the Texas & Pacific Railway, viz.:

	Rates in Cents per 100 Pounds.
Cypress, Melrose, Bayou Natchez, Breville, Hyams.....	6¼

To the above rate may be added a refund charge of sixty (60) cents per ton, and the gross rate thus obtained may be charged by the defendants.

"Refund" will be made by the Texas & Pacific Railway Company when the products of a like quantity are shipped from Grand Ecore, La., via Hagan, La., and Texas & Pacific Railway, to New Orleans, La., proper, or New Orleans, La., for export. The products to equal 50 per cent of the weight of the seed into Grand Ecore, La., from the Texas & Pacific Railway, and to consist of cotton seed oil, cotton seed meal or cotton seed cake.

Claims for refund to be accompanied by freight bills on the cotton seed into Grand Ecore, La., and copies of the bills of lading for cotton seed products shipped from Grand Ecore, La.

This rate will become effective October 1, 1907, when all rates in conflict will be cancelled.

Issued September 13, 1907.

**Carloads from H. C. A. & N. Division, St. L., I. M. & S. Ry.
to Ruston.**

Orders Nos. 825 and 830.

ORDERED, That on and after December 26, 1907, the defendant, the St. Louis, Iron Mountain & Southern Railway Company, and its connecting lines, shall not demand, receive or collect more than three dollars (\$3.00) per ton on cotton seed, in carloads, minimum weight 30,000 pounds, from points on its main line to Ruston.

Rates apply only from stations on H. C. A. & N. Division of the St. L., I. M. & S. Ry. (Order No. 830.)

Issued November 26, 1907.

Concentration Charges at Non-Competitive Points Abolished.

Order No. 923.

ORDERED, That, effective October 25, 1908, all concentration charges on cotton seed at points in Louisiana where actual water or rail competition does not exist, be, and the same are hereby, cancelled and abolished and the present net rates in effect are to be charged on all inbound and outbound shipments of cotton seed and cotton seed products.

Issued October 9, 1908.

Carload Rates from Stations on Louisiana Railway & Navigation Company to Natchitoches.

Order No. 993.

ORDERED, That the following rates on cotton seed, carloads, from points named, on the Louisiana Railway & Navigation Company's line, to Natchitoches, via the Louisiana & Northwest Railroad, be, and are hereby, established:

Issued November 26, 1907.

Cotton Seed, Carloads.

To Natchitoches, La., from—	Gross rates per ton of 2,000 pounds See Note No. 1.	Refund per ton of 2,000 pounds subject to conditions herein named. See Note No. 2.
Coushatta.	\$2.30	\$1.70
Corley.	2.30	1.70
Steuben.	2.30	1.70
Pirmont.	2.30	1.70
Grappes Bluff	2.05	1.45
Campiti.	1.80	1.20
Hagen. . . . .	...	...
De Beux.	1.80	1.20
Clarence.	1.80	1.20
Irma.	1.80	1.20
Luella.	2.05	1.45
Colora.	2.05	1.45
St. Maurice	2.05	1.45
Crews.	2.05	1.45
Montgomery.	2.05	1.45

Note No. 1.—The gross rates will be charged on cotton seed to Natchitoches, La.

Note No. 2.—The refund of sixty (60) cents per ton will be made by the Louisiana Railway & Navigation Company when cotton seed oil, cotton seed cake and cotton seed meal, equal to 50 per cent of the weight of cotton seed shipped into Natchitoches, is reshipped from Natchitoches to New Orleans, proper, or New Orleans, for export, via Hagen and the Louisiana Railway & Navigation Company.

Claims.—Claims for refund to be accompanied by freight bills on the cotton seed into Natchitoches, La., and copies of bills of lading on the cotton seed products from Natchitoches, La.

FURTHER, That the Louisiana & Northwest Railroad Company will assume out of their proportion the switching expenses to and from their tracks in Natchitoches to the Natchitoches Cotton Oil Company's mill.

The above rates to divide by allowing the Louisiana & Northwest Railroad Company sixty (60) cents per ton from Hagen, La., the balance of the revenue accruing to the Louisiana Railway & Navigation Company.

Issued April 15, 1909.

Effective May 1, 1909.

Maximum Rate on Cotton Seed.

Order No. 1506.

ORDERED, That the following rates for the transportation of cotton seed, in carloads, be, and they are hereby, established as maximum rates:

Fifteen (15) cents per 100 pounds for a one-line haul.

Seventeen (17) cents per 100 pounds for a two-line haul.

Twenty (20) cents per 100 pounds for a three-line haul.

Said rates to apply as maximum rates.

All rates, rules or orders in conflict herewith are hereby cancelled.

Issued January 16, 1913.

Order No. 1610.

Sibley, Lake Bisteneau & Southern Railway Company.

ORDERED, That the Sibley, Lake Bisteneau & Southern Railway Company be, and it is hereby, granted permission, and it is hereby given authority, to charge the following rates on cotton and cotton seed:

Uncompressed cotton in bales from Ringgold and stations north of Shreveport, \$2.00 per bale, refund \$1.00, net rate \$1.00. From stations south of Ringgold to Shreveport, \$2.25 per bale, refund \$1.00, net rate \$1.25. From Ringgold and stations north to Minden, 50 cents per bale net, and south of Ringgold \$1.00 net. On cotton seed, carloads, from all stations to Shreveport, Arcadia, Ruston and all points taking the Shreveport rate, 11 cents per cwt., and to Minden 9 cents per cwt.

All rates, rules, regulations, orders and authorities in conflict herewith are hereby cancelled.

Issued August 13, 1913.

**Rates on Cotton Seed Between Points on Louisiana Railway &
Navigation Company's Line in Louisiana.**

Order No. 1805.

(Cancelling Order No. 1793.)

ORDERED, That Order No. 1793, issued September 23, 1914, be, and the same is hereby, amended to read as follows:

That the following rates be, and they are hereby, fixed and established to apply on cotton seed, carloads, minimum weight 30,000 pounds, between stations on the line of the Louisiana Railway & Navigation Company:

Distances—	Rates in Cents per 100 Pounds.
10 miles and under.....	5
20 miles and over 10 miles.....	7½
30 miles and over 20 miles.....	8½
40 miles and over 30 miles.....	9½
50 miles and over 40 miles.....	10
60 miles and over 50 miles.....	10½
70 miles and over 60 miles.....	11
80 miles and over 70 miles.....	11½
90 miles and over 80 miles.....	11½
100 miles and over 90 miles.....	12
110 miles and over 100 miles.....	12½
120 miles and over 110 miles.....	12½
130 miles and over 120 miles.....	13
140 miles and over 130 miles.....	13
150 miles and over 140 miles.....	13½
160 miles and over 150 miles.....	13½
170 miles and over 160 miles.....	15
180 miles and over 170 miles.....	15
Over 180 miles.....	15

It is further

ORDERED, That Order No. 1793, issued September 23, 1914, be, and the same is hereby, cancelled and rescinded.

Issued October 23, 1914.

**Mixing Cotton Seed Hulls and Cotton Seed Meal in Carloads
and Rates in Connection Therewith.**

Order No. 1816.

ORDERED, That, on and after January 1, 1915, the Texas & Pacific Railway Company be, and it is hereby commanded and required to permit the mixing of cotton seed hulls and cotton seed meal in carload shipments, provided the quantity of the cotton seed meal in the car shall not exceed five thousand (5,000) pounds. The rate applicable on cotton seed hulls to apply on the weight of the hulls, and the rate applicable on the cotton seed meal to apply on the weight of the meal shipped.

Issued November 24, 1914.

**Abolishment of Concentration Charges on Cotton Seed on
Texas & Pacific Railway.**

Order No. 1836.

ORDERED, That all concentration charges on cotton seed in effect on the Texas & Pacific Railway be, and the same are hereby, cancelled and abolished.

All rates, rules, regulations, orders and tariffs in conflict herewith are cancelled.

Issued December 15, 1914.

Between Points on M. L. & T. R. R. & S. S. Co. et al.

Order No. 1909.

ORDERED, That the following rates on cotton seed and cotton seed products, carloads, be, and they are hereby, made and adopted for the Morgan's Louisiana & Texas Railroad & Steamship Company, the Iberia & Vermillion Railroad Company and the Louisiana Western Railroad Company, effective August 15, 1915, and the said Morgan's Louisiana & Texas Railroad & Steamship Company, the Iberia & Vermillion Railroad Company and the Louisiana Western Railroad Company are hereby commanded and required on and after the said date to further cease and desist from charging higher rates than are hereby prescribed, viz.:

RATES ON COTTON SEED, CARLOADS.

(Minimum Weight, 30,000 Pounds.)

Distances—	Rates in Cents per 100 Pounds
10 miles and less.....	3
15 miles and over 10 miles.....	4
25 miles and over 15 miles.....	5
40 miles and over 25 miles.....	6
50 miles and over 40 miles.....	7
60 miles and over 50 miles.....	7.5
70 miles and over 60 miles.....	8
80 miles and over 70 miles.....	8.5
90 miles and over 80 miles.....	9
100 miles and over 90 miles.....	10
120 miles and over 100 miles.....	11
140 miles and over 120 miles.....	12
160 miles and over 140 miles.....	13
180 miles and over 160 miles.....	13.5
200 miles and over 180 miles.....	14
220 miles and over 200 miles.....	14.5
Over 220 miles.....	15

Remnant shipments at the close of the season may be carried at the carload rates when the weights are not sufficient to make a carload.

RATES ON COTTON SEED PRODUCTS.

(Minimum Weights as Specified.)

Distance—	Cotton Seed Cake, Meal and Ashes.	Cotton Seed Hulls.	Cotton Seed Oil, Soap Stock and Tank Bot- toms.
10 miles and under.....	5	5	5
15 miles and over 10 miles.....	5½	5	5½
20 miles and over 15 miles.....	6	5	6
30 miles and over 20 miles.....	7	5	7
40 miles and over 30 miles.....	7½	5	7½
50 miles and over 40 miles.....	8	6	8
60 miles and over 50 miles.....	8½	5½	8½
80 miles and over 60 miles.....	9	6	9
100 miles and over 80 miles.....	10	6½	11
120 miles and over 100 miles.....	11	7	12½
140 miles and over 120 miles.....	12	7½	13½
160 miles and over 140 miles.....	13	8	15
180 miles and over 160 miles.....	13½	8½	16
200 miles and over 180 miles.....	14	9	17

RATES ON COTTON SEED PRODUCTS.—Continued.

Distance—	Cotton Seed Cake, Meal and Ashes.	Cotton Seed Hulls.	Cotton Seed Oil, Soap, Stock and Tank Bot- toms.
220 miles and over 200 miles.....	14½	9½	18
240 miles and over 220 miles.....	15	10	18
260 miles and over 240 miles.....	16	10	18
280 miles and over 260 miles.....	17	10	18
Over 280 miles.....	17½	10	18

It is further

ORDERED, That the above rates shall apply as follows:

Cotton Seed—Straight carloads.

Cotton Seed Cake and Meal—Straight or mixed carloads.

Cotton Seed Ashes—Straight carloads.

Cotton Seed Hulls—Straight carloads.

Cotton Seed Oil and Tank Bottoms (in barrels)—Straight or mixed carloads.

On mixed shipments of cotton seed cake or meal, and cotton seed hulls, the carload rate on cotton and seed cake and meal will apply.

MINIMUM WEIGHT OF CARLOAD SHIPMENTS.

Cake and meal, in bags, or loose.....30,000 pounds

Hulls.....24,000 pounds

Oil and tank bottoms (in barrels).....30,000 pounds

In tank cars full capacity of tank in gallons multiplied by 7.5 pounds per gallon.

One remnant shipment of cotton seed oil, soap stock or tank bottoms may be handled each season from each mill at the carload rate, subject to minimum weight of 24,000 pounds.

Issued May 26, 1915.

Order No. 1922.

(Cancelling Order No. 1911 and Amending

Order No. 1909.)

ORDERED, That Order No. 1911, amending Order No. 1909, issued June 23, 1915, be, and the same is hereby, rescinded and cancelled.

It is further

ORDERED, That Order No. 1909, adopted May 26, 1915, be, and it is hereby, amended so as to read as follows:

"On mixed carloads of cotton seed cake or meal and cotton seed hulls, minimum 30,000 pounds, carload rates on each commodity will apply."

Issued July 20, 1915.

Order No. 2189.

ORDERED, That the following be, and they are hereby, established as reasonable maximum single line rates for the transportation of cotton seed and cotton seed products, carloads, between points in Louisiana, located on Class "A" railroads, viz.:

Chicago, Rock Island & Pacific Railway Company; Gulf, Colorado & Santa Fe Railway Company; Houston & Shreveport Railroad Company; Kansas City Southern Railway Company; Iberia & Vermillion Railroad Company; Lake Charles & Northern Railroad Company; Louisiana Railway & Navigation Company; Louisiana Western Railroad Company; Missouri, Kansas & Texas Railway Company of Texas; Morgan's Louisiana & Texas Railroad & Steamship Company; New Iberia & Northern Railroad Company; New Orleans, Texas & Mexico Railway Company; Missouri Pacific Railroad Company; St. Louis Southwestern Railway Company; Texas & Pacific Railway; Vicksburg, Shreveport & Pacific Railway Company.

RATES ON COTTON SEED, CARLOADS.

(Minimum Weight 30,000 Pounds.)

Distances—	Rates in Cents per 100 Pounds.
10 miles and less.....	3
15 miles and over 10 miles.....	4
25 miles and over 15 miles.....	5
40 miles and over 25 miles.....	6
50 miles and over 40 miles.....	7
60 miles and over 50 miles.....	7.5
70 miles and over 60 miles.....	8
80 miles and over 70 miles.....	8.5
90 miles and over 80 miles.....	9
100 miles and over 90 miles.....	10
120 miles and over 100 miles.....	11
140 miles and over 120 miles.....	12
160 miles and over 140 miles.....	13
180 miles and over 160 miles.....	13.5
200 miles and over 180 miles.....	14
220 miles and over 200 miles.....	14.5
Over 220 miles.....	15

Remnant shipments at the close of the season may be carried at the carload rates when the weights are not sufficient to make a carload.

RATES ON COTTON SEED PRODUCTS.

(Minimum Weights as Specified.)

Distance—	Cotton Seed Cake, Meal and Ashes.	Cotton Seed Hulls.	Cotton Seed Oil, Soap Stock and Tank Bot- toms.
10 miles and under.....	5	5	5
15 miles and over 10 miles.....	5.5	5	5.5
20 miles and over 15 miles.....	6	5	6
30 miles and over 20 miles.....	7	5	7
40 miles and over 30 miles.....	7.5	5	7.5
50 miles and over 40 miles.....	8	5	8
60 miles and over 50 miles.....	8.5	5.5	8.5
80 miles and over 60 miles.....	9	6	9
100 miles and over 80 miles.....	10	6.5	11
120 miles and over 100 miles.....	11	7	12.5
140 miles and over 120 miles.....	12	7.5	13.5
160 miles and over 140 miles.....	13	8	15
180 miles and over 160 miles.....	13.5	8.5	16
200 miles and over 180 miles.....	14	9	17
220 miles and over 200 miles.....	14.5	9.5	18
240 miles and over 220 miles.....	15	10	18
260 miles and over 240 miles.....	16	10	18
280 miles and over 260 miles.....	17	10	18
Over 280 miles.....	17.5	10	18

It is further

ORDERED, That the maximum joint through rates on cotton seed shall be as follows:

15 cents per 100 pounds for a one-line haul.

17 cents per 100 pounds for a two-line haul.

20 cents per 100 pounds for a three or more-line haul.

The maximum joint through rates on cotton seed products shall be:

	Cotton Seed Cake Meal and Ashes.	Cotton Seed Hulls.	Cotton Seed Oil, Soap Stock and Tank Bot- toms.
For a two-line haul.....	20	12	22
For a three or more line haul.....	22.5	15	25

It is further

ORDERED, That the above rates shall apply as follows:

Cotton Seed—Straight carloads.

Cotton Seed Cake and Meal—Straight or mixed carloads.

Cotton Seed Ashes—Straight carloads.

Cotton Seed Hulls—Straight carloads.

Cotton Seed Oil and Tank Bottoms (in barrels)—Straight or mixed carloads.

On mixed shipments of cotton seed cake or meal, and cotton seed hulls, the carload rate on cotton seed cake and meal will apply.

MINIMUM WEIGHT OF CARLOAD SHIPMENTS.

Cake and meal, in bags, or loose.....30,000 pounds

Hulls.24,000 pounds

Oil and tank bottoms (in barrels).....30,000 pounds

In tank cars full capacity of tank in gallons multiplied by 7.5 pounds per gallon.

One remnant shipment of cotton seed oil, soap stock or tank bottoms may be handled each season from each mill at the carload rate, subject to minimum weight of 24,000 pounds.

All rates, rules, regulations, orders or authorities in conflict herewith are hereby cancelled when this order becomes effective.

Effective April 1, 1918.

Issued February 28, 1918.

COW PEAS.

Classifying Cow Peas as Fertilizer.

Order No. 1292.

(Amends Order No. 1196.)

ORDERED, That cow peas, when transported between points in the State of Louisiana, shall be classed as commercial fertilizer, and the same rates shall apply on cow peas as apply on commercial fertilizer, between points in the State of Louisiana.

All rates, authorities, rules, regulations or orders in conflict herewith are hereby cancelled.

Effective October 15, 1911.

Issued September 20, 1911.

DEMURRAGE.

Adoption of Joint Demurrage Tariffs.

Order No. 2041.

ORDERED, That authority is hereby granted to put into effect the joint demurrage and storage tariff containing demurrage and storage rules and charges applying on traffic at all stations in Louisiana, on the Arkansas & Louisiana Midland Railway, Franklin & Abbeville Railway, Houston & Shreveport Railroad, Iberia & Vermillion Railroad, Illinois Central Railroad, Lake Charles & Northern Railroad, Louisiana & Pacific Railway, Louisiana Railway & Navigation Company, Louisiana

Southern Railway (N. O., T. & M. Ry. Lessee), Louisiana Western Railroad, Louisville & Nashville Railroad, Morgan's Louisiana & Texas Railroad & Steamship Company, New Iberia & Northern Railroad, New Orleans & Northeastern Railroad, New Orleans Great Northern Railroad, New Orleans, Texas & Mexico Railway, Sibley, Lake Bistaneau & Southern Railway, St. Louis Southwestern Railway, Texas & Pacific Railway, Yazoo & Mississippi Valley Railroad, Tremont & Gulf Railway, Vicksburg, Shreveport & Pacific Railway, and Woodworth & Louisiana Central Railway, except at Algiers, Amesville, Avondale, Gouldsboro, Gretna, Harahan, Tarvy, New Orleans, Port Chalmette, Waggaman and Westwego, Louisiana, said authority being designated in the Commission's records as No. 10562-R, of date September 15, 1916.

It is further

ORDERED, That authority is hereby granted to put into effect the joint demurrage and storage tariff containing demurrage and storage rules and charges and rules for handling cotton and cotton linters, applying on traffic on the lines of the Illinois Central Railroad, Louisville & Nashville Railroad, Louisiana Railway & Navigation Company, Louisiana Southern Railway (N. O., T. & M. Ry., Lessee), Morgan's Louisiana & Texas Railroad & Steamship Company, New Orleans & Northeastern Railroad, New Orleans Great Northern Railroad, New Orleans Terminal Company, New Orleans, Texas & Mexico Railway, St. Louis, Iron Mountain & Southern Railway, Texas & Pacific Railway, Yazoo & Mississippi Valley Railroad and the Trans-Mississippi Terminal Railroad Company at Algiers, Amesville, Avondale, Gouldsboro, Gretna, Harahan, Harvey, New Orleans, Port Chalmette, Waggaman and Westwego, Louisiana, said authority being designated in the Commission's records as No. 10563-R, of date September 15, 1916.

It is further

ORDERED, That in cases where a conflict between any rule, regulation or charge in the above named joint tariffs and the rules, regulations and charges of the Railroad Commission of Louisiana, the rules, regulations and charges of the Railroad Commission of Louisiana shall govern.

Issued September 15, 1916.

Adjustment of Demurrage Charges, Etc.

Order No. 2126.

(Amending Order No. 2098.)

ORDERED, That Order No. 2098, issued June 5, 1917, be, and the same is hereby, amended and modified so as to read as follows:

"ORDERED, That the railroads operating in the State of Louisiana be, and they are hereby, authorized to file with this Commission new

tariffs or schedules of rates, rules and regulations covering demurrage on cars engaged in intrastate commerce in the State of Louisiana, effective September 12, 1917, provided:

First. Such tariffs shall make no change in the present effective form of the weather rule or average agreement; said agreement being as follows:

"When a shipper or receiver enters into the following agreement, the charge for detention of cars, provided for by Rule 7, on all cars held for loading or unloading by such shipper or receiver, shall be computed on the basis of the average time of detention to all such cars during each calendar month, such average detention to be computed as follows:

(a) A credit of one day will be allowed on each car released within the first twenty-four hours of free time. A debit of one day will be charged for each twenty-four hours or fraction thereof that a car is detained beyond the first forty-eight hours of free time. In no case shall more than one day's credit be allowed on any one car, and in no case shall more than five (5) days' credit be applied in cancellation of debits accruing on any one car. When a car has accrued five (5) debits, the charge provided for by Section 2 will be made for all subsequent detention, including Sundays and holidays.

(b) At the end of the calendar month the total number of days credited will be deducted from the total number of days debited, and \$2.00 per day charged for the remainder. If the credits equal or exceed the debits, no charge will be made for the detention of the cars, and no payment will be made to shippers or receivers on account of such excess of credits, nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.

(c) A shipper or receiver who elects to take advantage of this average agreement shall not be entitled to cancellation or refund of demurrage charges under Sections "a" and "d" of Rule 8.

(d) A shipper or receiver who elects to take advantage of this average agreement may be required to give sufficient security to the carrier for the payment of balances against him at the end of each month.

Second. Such tariffs shall provide for two (2) days' free time, exclusive of Sundays and legal holidays, and the following rates of demurrage after the expiration of free time:

\$2.00 for each of the first five (5) days;

\$5.00 for the sixth and each succeeding day.

Third. Track storage charges shall remain in effect as at present, except where the demurrage rate is \$5.00 per day.

Fourth. These provisions shall be embodied in tariffs filed to expire by limitation on May 1, 1918.

Fifth. When the tariffs have been prepared, posted and filed as

herein provided, then, on their effective dates, all rates, rules, orders and authorities or regulations of the Railroad Commission of Louisiana in conflict herewith will be suspended until such tariffs expire, or until further ordered by the Commission.

Issued September 11, 1917.

Readjustment of Demurrage Charges.

Order No. 2165.

(Amending Orders Nos. 1131 and 2126.)

ORDERED, That Rule No. 7 of Order No. 1131, dated March 23, 1910, as amended by Order No. 2126, of date September 11, 1917, be further modified and amended so as to provide as follows:

RULE NO. 7.—DEMURRAGE CHARGES.

After the expiration of the free time allowed, the following charges per car per day, or fraction of a day, will be made until the car is released:

For the first day.	\$3.00
For the second day.	4.00
For the third day.	5.00
For the fourth day.	6.00
For the fifth day.	7.00
For the sixth day.	8.00
For the seventh day.	9.00
For the eighth day, and each succeeding day.	10.00

Effective January 21, 1918, when all orders, rules, regulations or rates in conflict shall become cancelled.

Issued January 8, 1918.

Readjustment of Demurrage Charges.

Order No. 2169.

ORDERED, That all railroads in the State of Louisiana subject to the jurisdiction and control of the Railroad Commission of Louisiana, be, and they are hereby, authorized to publish and apply on Louisiana intrastate traffic the same demurrage rules, regulations and charges as apply under the said Director General's Order No. 7 on interstate traffic, in so far as such demurrage rules, regulations and charges apply to intrastate traffic, as follows:

- A—(1) Forty-eight hours (two days) free time for loading or unloading on all commodities.
- (2) Twenty-four hours (one day) free time on cars held for any other purpose permitted by tariff.

- B** That the average agreement rule be permitted, but that it apply solely to cars held for unloading.
- C** That under the average rule the number of days on which debits accrue be made four instead of five.
- D** That the demurrage charge on all cars, after the expiration of the free time allowed, be \$3.00 for each of the first four days, \$6.00 for each of the next three days, and \$10.00 for each succeeding day.
- E** That the bunching rule be reinstated, with the following change in paragraph 2:

Cars for Unloading or Reconsigning.—When, as the result of the act or neglect of any carrier, cars originating at the same point or at intermediate points moving via the same route and destined for one consignee, at one point, are bunched at originating point, in transit, or at destination, and delivered by the carrier in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment. Claim to be presented to carriers' agent within fifteen (15) days.

These charges will supersede all those named in any existing tariffs applicable to carload freight except:

1. Cars loaded with live stock.
 2. Empty private cars stored on railroad or private tracks provided such cars have not been placed or tendered for loading on the orders of a shipper.
- and specifically contemplate the cancellation of all conflicting provisions of existing tariffs.

It is further

ORDERED, That all rules, regulations and charges affecting demurrage or car service in the State of Louisiana, in conflict herewith, and specially Order No. 2165 of January 8, 1918, be, and the same are hereby, cancelled.

It is further

ORDERED, That the said rules, regulations and charges may be made effective on February 10, 1918.

It is further

ORDERED, That this order, and rules, regulations and charges herein set forth, shall not affect any subsequent proceedings relative thereto, and the tariffs filed in conformity herewith shall contain the following notation:

"Issued under special authority of the Railroad Commission of Louisiana, Order No. 2169, without formal hearing, in conformity with Order No. 7 of the Director General of Railroads of the United States,

and without prejudice or effect upon any complaints which may be filed with the Railroad Commission of Louisiana, or subsequent proceedings relative to car service or demurrage in the State of Louisiana."

Issued February 5, 1918.

Order No. 2195.

ORDERED, That Order No. 2165, naming demurrage rates in Louisiana on intrastate traffic, to harmonize with the interstate rates and rules proposed by the Director General, which never became effective, was unreasonable and unjust, and unjustly discriminatory; and any charges assessed on that basis between January 21, 1918, and February 10, 1918, should be refunded to the basis of the charges as published in tariffs in effect on January 20, 1918.

Issued March 20, 1918.

DRAYAGE CHARGES.

Drayage Between Depots at New Orleans on Traffic Originating at or Destined to Covington, Cancelled.

Order No. 2093.

ORDERED, That the New Orleans Great Northern Railroad Company be, and it is hereby, authorized to amend Item No. 55, page No. 4, of its present Terminal Charges Tariff No. 446, so as to cancel the drayage charges at New Orleans on less than carload traffic originating at points beyond and destined to Covington, La., or originating at Covington, La., and destined to points beyond New Orleans, said drayage charges in future to be added to the rates of transportation applicable on such shipments.

Issued April 11, 1917.

EXCESS BAGGAGE.

(See Baggage.)

EXPRESS RATES.

Rates on Poultry for Exhibition at Fairs, Expositions, Etc.

Order No. 1030.

ORDERED, That express companies operating in the State of Louisiana, on and after July 15, 1909, shall cease and desist from charging more than one and one-half times the merchandise rate on standard

bred poultry intended for exhibition at fairs and expositions in the State of Louisiana, including the return of the shipment to the original shipper at the close of the fair or exposition.

It is further

ORDERED, That the various express companies operating in the State of Louisiana may require the owners of the poultry to furnish a certificate signed by the secretary of the fair association at which the poultry is exhibited stating that the poultry has been on exhibition and that no sales of the poultry have been made before returning the poultry to the original shipper at the rate fixed above of one and one-half times the merchandise rate for poultry transported to be placed on exhibition.

All authorities, orders, classifications, rates and rulings in conflict will be cancelled when this order becomes effective.

Issued July 1, 1909.

Rates on Soda Water, Mineral Water and Pop.

Order No. 1038.

Distance—	Rates in Cents per 100 Pounds.
20 miles and less.....	30
30 miles and over 20 miles.....	35
40 miles and over 30 miles.....	40
50 miles and over 40 miles.....	45
60 miles and over 50 miles.....	50
75 miles and over 60 miles.....	60
100 miles and over 75 miles.....	70

These rates will apply on actual weights, with a minimum charge for single shipment of 30 cents. Cases must be provided with substantial covers. Empty cases are to be returned to original consignee, without wagon service. All rates in conflict will be cancelled when this order becomes effective.

It is now, therefore, ●

ORDERED, That all express companies operating within the State of Louisiana be, and they are hereby, commanded and required, on and after August 15, 1909, to put into effect between points in the State of Louisiana the rates named herein.

Issued July 29, 1909.

Express Rates on Mineral Water.

Order No. 1068.

(Amending Order No. 1038.)

ORDERED, That the following rates for the transportation of min-

eral waters, between points in Louisiana, by express companies operating in the said State, be, and the same are hereby, adopted.

Mineral, Spring or Well Water in Cases Covered with Wood,
or in Barrels.

(When not so packed merchandise rates will apply.)

Distance—	Rates in Cents per 100 Pounds.
30 miles and less.....	25
50 miles and over 30 miles.....	25
70 miles and over 50 miles.....	30
100 miles and over 70 miles.....	35
125 miles and over 100 miles.....	40
150 miles and over 125 miles.....	45
200 miles and over 150 miles.....	55
275 miles and over 200 miles.....	65
375 miles and over 275 miles.....	75
425 miles and over 375 miles.....	85

Actual weights shall be charged for.

When packages weigh less than 100 pounds, use graduated scale, as approved by the Commission.

Effective November 15, 1909.

All orders, rates, authorities, rules or regulations in conflict are hereby cancelled.

Issued October 28, 1909.

Rates on Fruits, Vegetables, Fish, Oysters and Meat Between New Orleans and Plaquemine and Intermediate Points.

Order No. 1116.

ORDERED, That the application of the Pacific Express Company for special rate on fruit and vegetables, fish, oysters and meat, between New Orleans and Plaquemine, and points intermediate, of 50 cents per hundred pounds, be, and the same is hereby, granted.

Issued February 24, 1910.

Transporting Liquor Shipments in Corrugated Paper Boxes.

Order No. 1563.

(Supplementing Order No. 1351.)

ORDERED, That, effective June 15, 1913, the American Express Company, the Southern Express Company, Wells Fargo & Company Express and the United States Express Company be, and they are hereby, commanded and required to accept, forward and deliver express

shipments tendered them at their various offices in Louisiana by the shortest and most direct route to their destinations in the State of Louisiana at the continuous mileage rates established by the Commission in its Order No. 1351, adopted December 21, 1911; provided, that when it is a junction point, an additional charge of not exceeding 10 cents per package may be collected for the transfer service. Provided, further that shipper's instructions as to routing shall be followed wherever a through route between point of origin and destination exists.

This order is not intended to require one express company to accept a shipment for a point reached by another express company having a shorter line between such points, but the agent of the express company to whom the shipment is offered for transportation must inform the shipper that a more direct route exists via another line.

Issued May 27, 1913.

Order No. 1670.

ORDERED, That, effective February 1, 1914, the American Express Company, the United States Express Company, the Southern Express Company and Wells Fargo & Company Express be, and they are hereby, notified, authorized and required, until further ordered by this Commission, to adopt, establish and apply on all express business moving between points within the State of Louisiana, the same rules, regulations, practices and rates as have been heretofore prescribed and ordered by the Interstate Commerce Commission.

It is further

ORDERED, That, within fifteen (15) days from the date hereof, the express companies heretofore named, and any other express companies which may be doing business in the State of Louisiana, are commanded and required to file with this Commission a full and complete set of the tariffs applying from each block in the State of Louisiana, with the classification applicable thereto and all of the tariffs containing rules, regulations or rates made effective on and after February 1, 1914.

It is further

ORDERED, That the existing commodity rates approved or established by this Commission applicable to Louisiana intrastate business shall be, and the same are, continued in full force and effect until otherwise ordered by this Commission.

It is further

ORDERED, That all rates, rules, regulations or orders in conflict with this order be, and the same are hereby, declared cancelled.

Issued January 27, 1914.

Order No. 1693.

(Amending Order No. 1670.)

ORDERED, That the American Express Company, the United States Express Company, the Southern Express Company and the Wells Fargo & Company Express be, and they are hereby, notified that this Commission's Order No. 1670, issued and adopted January 27, 1914, prescribing express rates, rules and regulations for the State of Louisiana and providing "that the existing commodity rates approved and established by this Commission applicable to Louisiana intrastate business shall be, and the same are, continued in full force and effect until otherwise ordered," was not intended or issued as an authority to advance rates which were carried in Express Classification No. 21 under head of General Specials, the same general specials having been regarded by this Commission as commodity rates, they being lower than the standard merchandise rates applying on express packages between points in the State of Louisiana prescribed in Table No. 1, on the commodities named in Table No. 2—which are, in the opinion of the Commission, reasonable and just:

TABLE No. 1.

Distance—	Rates in Cents per 100 Pounds.
20 miles and less.....	40
40 miles and over 20 miles.....	40
60 miles and over 40 miles.....	50
80 miles and over 60 miles.....	50
100 miles and over 80 miles.....	65
120 miles and over 100 miles.....	75
140 miles and over 120 miles.....	80
160 miles and over 140 miles.....	80
200 miles and over 160 miles.....	1.00
240 miles and over 200 miles.....	1.00
260 miles and over 240 miles.....	1.10
280 miles and over 260 miles.....	1.25
325 miles and over 280 miles.....	1.40
Over 325 miles.....	1.50

TABLE No. 2.

The rates named in Table 1 shall apply on the following commodities:

Beer.
Berries.
Bread, net weight, minimum 25 cents.
Bulbs.
Butter and imitations of butter.
Calves, dressed.

Celery and celery plants.

Cheese.

Condensed milk, in cans, estimated at 10 pounds per gallon.

Corn, on cob.

Crackers, minimum 25 cents.

Cream N. O. S. When in cans, estimated at 12 pounds per gallon.

Eggs, market.

Ferns, cut.

Fertilizer.

Fish, fresh frozen, smoked, dried, salted, pickled or otherwise preserved or cured, not in cans nor in glass. (When it is necessary to use ice for preservation of fresh fish, and it is used for that purpose only, add 25 per cent to the net weight, unless actual gross weight is less at time of shipment.)

Fish roe.

Fruit, N. O. S., green or dried.

Grain.

Greens, decorative, cut.

Hides of domestic animals, green.

Holly.

Honey, O. R.

Horseradish, not grated or otherwise prepared.

Lard, or substitutes for lard.

Meat, fresh or cured (not canned.) (When it is necessary to use ice for preservation of fresh meat, and it is used for that purpose only, in boxes, not refrigerators, add 25 per cent to net weight, unless actual gross weight is less at time of shipment. In refrigerator boxes, add 40 per cent to net weight, unless actual gross weight is less at time of shipment. When in refrigerator boxes, the minimum charges will be the rate for 100 pounds.)

Milk, N. O. S., when in cans, estimated at 10 pounds per gallon.

Mincemeat (not in glass or earthenware).

Nuts, edible, N. O. S.

Olives, not packed in glass.

Oysters, in shell, glass jars, canned or in bulk. (When shipped in bulk estimate at 12 pounds per gallon; shippers must mark upon each package the number of gallons contained therein. In glass jars, estimate 24 pints at 45 pounds, 36 pints at 65 pounds and 48 pints at 90 pounds. The following estimated weights will apply to canned oysters, with or without ice, when packed in boxes; pint cans, 1½ pounds each; standard or ¾ cans, 6 pounds each; gallon cans, 12 pounds each. Shippers must mark the exact number and the cans on the case.)

Pigeons, dead.

Pigeons, common market, live, in coops.

Plants.

Pop corn, not popped.

Poultry, dressed. (Shipments of dressed poultry when packed in ice shall be billed at 25 per cent less than the gross weight, but in no case at less than the net weight of the poultry, as invoiced by the shipper, plus the weight of the container. The weight of the box, barrel or other container must be marked on the package by the shipper. Agents may verify the tare marked on the packages by weighing periodically the empty packages.)

Poultry, common market, live, in coops.

Poultry food, prepared.

Pretzels, minimum 25 cents.

Rabbits, dead.

Sausage.

Seeds.

Shrimp.

Shrubs.

Smilax.

Squabs, dressed.

Stearine.

Stock food, prepared.

Tallow.

Trees.

Turtles, fresh water.

Vegetables and melons. (When shipped in packages for which an estimated weight is provided, the estimated weight will be charged upon only when shipments are made without ice; when ice is used, add 25 per cent to the authorized weight.)

Yeast, of all kinds. (Shipments of compressed yeast, the net weight of which is 50 pounds or more, must be charged on the basis of 20 per cent added to net weight, whether shipped with ice or not. Shipments of compressed yeast, the net weight of which is less than 50 pounds, when it is necessary to use ice for preservation and it is used for that purpose only, must be charged at 25 per cent less than the gross weight from March 1 to November 30, inclusive; when ice is not necessarily used for preservation, charge upon gross weight, but the waybilling weight for shipments of less than 50 pounds net weight must in no case exceed 60 pounds.)

It is further

ORDERED, That the following rates shall apply on shipments of laundry between points in Louisiana, the rate to be computed on the actual weight of the package, with a minimum charge of 35 cents:

Distance—	Rates in Cents per 100 Pounds.
20 miles and less.....	40
40 miles and over 20 miles.....	50
60 miles and over 40 miles.....	60

Distance—	Rates in Cents per 100 Pounds.
80 miles and over 60 miles.....	75
100 miles and over 80 miles.....	80
120 miles and over 100 miles.....	90
140 miles and over 120 miles.....	1.00
160 miles and over 140 miles.....	1.00
200 miles and over 160 miles.....	1.15
240 miles and over 200 miles.....	1.25
260 miles and over 240 miles.....	1.40
280 miles and over 260 miles.....	1.60
325 miles and over 280 miles.....	1.75
Over 325 miles.....	2.00

On shipments over two or more express lines, the rate for the continuous short line mileage shall be charged, with an additional charge of 10 cents per package for transfer service at junction points.

If the charge under the graduate scale of rates in the current issue of the Official Express Classification is lower than the rates named in this order, the graduate charge shall be used.

Rates heretofore prescribed on commodities by special order of the Commission, or by authorities previously issued, which are in effect, will not be disturbed, but must be continued in effect until further ordered.

All rates, rules, regulations or orders in conflict herewith are hereby cancelled.

Effective at once.

Issued March 12, 1914.

**Rates on Cases of Fertilizer to Baton Rouge from
Certain Points in Louisiana.**

Order No. 1773.

(Amends Order No. 1693.)

ORDERED, That the rates named in this Commission's Order No. 1693, of March 12, 1914, Table No. 1, shall apply on fertilizer samples shipped between points in Louisiana by express.

Issued August 3, 1914.

Order No. 1874.

(Order No. 1855, Corrected.)

ORDERED, That, effective February 15, 1915, and until further ordered by the Commission, the town of Lafayette, Louisiana, shall, for express rate making purposes, be considered as located in lock 1934-N, and the town of Opelousas, Louisiana, shall be considered as located in

Block 1934-E, and the rates to and from these points shall be adjusted accordingly.

Issued February 23, 1915.

Class Rates.

Order No. 1970.

ORDERED, That the application of the American Express Company, the Wells Fargo Express Company and the Southern Express Company to put into effect on Louisiana intrastate business the same schedule of first and second class packages, charges as authorized by the Interstate Commerce Commission in its Supplemental Order No. 15, Docket No. 4198, for interstate business, be, and the same is hereby, granted, the rates to become effective March 1, 1916, and tariffs to be filed prior to that date.

Issued February 15, 1916.

Cancellation of Order No. 1310, Pound Rates on Candy.

Order No. 2004.

(Cancelling Order No. 1310.)

ORDERED, That Order No. 1310, issued September 22, 1911, establishing pound rates on candy be, and the same is hereby, cancelled and annulled.

It is further

ORDERED, That the application of the express companies operating in Louisiana to cancel the first class pound rates on candy, as shown in L. R. C. No. 40, and in lieu thereof to establish the second class rates on candy, as shown in Official Express Classification No. 24, be, and the same is hereby, granted.

Issued May 24, 1916.

FAIRS.

Rules and Rates on Exhibits at Fairs.

Order No. 2042.

(Cancels Order No. 859.)

ORDERED, That the following rules shall govern shipments intended for exhibition at State, parish, district, municipal or educational association fairs or expositions.

It is further

ORDERED, That shipments for exhibits and articles necessary for making such exhibits shall be charged no more than one-half of authorized tariff rates from point of origin to the first fair at which exhibited,

or on movement between one fair and another fair, or upon the home shipment, provided there has been no change in ownership, under the following conditions:

First—Full fare shall be paid for each movement to one or more fairs, receipt for which must be taken. On surrender of the freight receipt and a certificate from the secretary of the fair stating no change in ownership has been made, to the delivering agent, he will refund to the inbound shipper on the inbound shipment one-half of the tariff rate charged.

Second—On the home shipment one-half tariff rate shall be charged, provided certificate from the secretary of the fair at which last exhibited is furnished the forwarding agent, stating no change of ownership has been made.

Third—The usual live stock contract shall be executed in the regular manner and shipment receiving half tariff rate shall be limited to the usual half tariff liability.

Fourth—These rates, rules and regulations do not apply to the transportation of side shows, amusement features or exhibitions of any character to or for which a charge is made, or for horses or other live stock engaged in racing.

Fifth—All exhibits must be delivered for return to point of origin within ten (10) days after the close of the last fair at which they have been on exhibition. Otherwise full tariff rates will apply on the return shipment.

Sixth—These rules and regulations shall apply on all shipments of exhibits, whether they are transported over one or more than one railroad in Louisiana.

All rates, orders, authorities, rules and regulations in conflict herewith are hereby declared cancelled when this order becomes effective.

Issued September 15, 1916.

FEED.

Order No. 262.

After due investigation, the Commission finds the rates on fertilizer, grain, hay and mill feed, from New Orleans to points on the Houma Branch, to be unreasonable and excessive, and the following rates are therefore ordered:

From New Orleans to—	Rate per Ton, Fertilizer and Tankage.		Rate per Cwt., Grain, Hay and Mill Feed.	
	C. L.	L. C. L.	C. L.	L. C. L.
Waubun.	1.50	2.00	.10	.13
Isle of Cuba.				
Magnolia.				
Rebecca.				
Belle Grove.				
Ardoyne.				
Central.				
Crescent.				
Southdown.				
Ellendale.				
Houma.				

These rates to be effective March 25, 1903, and all conflicting rates are hereby cancelled.

Order No. 269.

ORDERED, That the grain rate shall apply on mill feed, nutrine feed, or other products in which grain is an important element.

Issued March 12, 1903.

Nutrine, Nutriline and Other Mixed Feeds, from New Orleans to Monroe.

Order No. 1097.

ORDERED, That the Texas & Pacific Railway Company, the St. Louis, Iron Mountain & Southern Railway Company, the New Orleans Northwestern Railroad Company and the Vicksburg, Shreveport & Pacific Railway Company be, and they are hereby, commanded and required to cease and desist from further charging any higher rate than fourteen cents per one hundred pounds for the transportation of Nutrine, Nutriline, or other mixed feeds, in carloads, minimum weight 30,000 pounds, from New Orleans to Monroe, Louisiana.

All orders, rates, rules or regulations in conflict herewith are cancelled.

Issued January 26, 1910.

Nutriline, Nutrine and Other Mixed Feeds, from New Orleans to Monroe.

Order No. 1166.

(Amends Order No. 1097.)

ORDERED, That the same rate shall apply on Nutrine, Nutriline

and other mixed feeds from New Orleans to West Monroe, Louisiana, as applies to Monroe, Louisiana, under the provisions of the Commission's Order No. 1097, issued January 26, 1910, and the railroad companies defendants herein are authorized and required to make refund on all shipments between New Orleans and Monroe of the commodities named herein made after January 26, 1910, on which a higher rate than 14 cents per 100 pounds was paid.

Issued June 30, 1910.

Order No. 1346.

ORDERED, That the following rates will apply on mixed stock feed, consisting of corn products, wheat products and cotton seed meal, when shipped from Alexandria, Louisiana:

Mileage—	Carloads.	L. C. L.
10 miles and less.....	7	10
20 miles and over 10 miles.....	8	11
30 miles and over 20 miles.....	9	12
40 miles and over 30 miles.....	10	13
50 miles and over 40 miles.....	11	14
60 miles and over 50 miles.....	12	18
70 miles and over 60 miles.....	12	18
80 miles and over 70 miles.....	12	18
90 miles and over 80 miles.....	13	18
100 miles and over 90 miles.....	13	19
120 miles and over 100 miles.....	14½	22
140 miles and over 120 miles.....	15	25
Over 140 miles.....	17	25

Minimum carload weight, 30,000 pounds.

Effective January 1, 1912.

Issued December 21, 1911.

Order No. 1356.

(Amends Order No. 1346.)

ORDERED, That the rates named in Order No. 1346, adopted December 21, 1911, shall also apply on mixed stock feed, composed of cotton seed hulls mixed with grain or other products.

Issued February 1, 1912.

Order No. 1377.

(Amends Orders Nos. 1346 and 1356.)

ORDERED, That Order No. 1346, adopted December 21, 1911, and Order No. 1356, adopted February 1, 1912, be, and they are hereby,

amended so as to make the rates named in said orders apply from Alexandria, Louisiana, to destinations west of the Mississippi River on railroads reaching Alexandria with their own rails.

February 29, 1912.

Rate on Mixed Stock Feed.

Order No. 1943.

(Cancelling Order No. 1447.)

ORDERED, That Order No. 1447 be, and the same is hereby, amended so as to read as follows:

ORDERED, That the following rates will apply on manufactured stock feed when shipped from Shreveport or Alexandria, Louisiana:

Distance—		Carloads	Less Carloads
10 miles and less.....		7	10
20 miles and over 10 miles.....		8	11
30 miles and over 20 miles.....		9	12
40 miles and over 30 miles.....		10	13
50 miles and over 40 miles.....		11	14
60 miles and over 50 miles.....		12	18
70 miles and over 60 miles.....		12	18
80 miles and over 70 miles.....		12	18
90 miles and over 80 miles.....		13	18
100 miles and over 90 miles.....		13	19
120 miles and over 100 miles.....		14½	22
140 miles and over 120 miles.....		15	25
Over 140 miles.....		17	25

Minimum weight, 30,000 pounds.

Through rates from Shreveport and Alexandria, Louisiana, to points involving a haul over more than one line will be combination of above one-line rates, less 10 per cent, for each line, using short line mileage.

All rates, orders, authorities or rules in conflict herewith are hereby cancelled.

Effective November 20, 1915.

Issued November 16, 1915.

FERTILIZER.

**Carloads, Shreveport to Church Point and Stations on
Opelousas, Gulf & Northeastern Railroad.**

(See also Feed.)

Order No. 897.

ORDERED, That the Texas & Pacific Railway Company and the Opelousas, Gulf & Northeastern Railroad Company be, and are hereby,

commanded and required, on and after July 26, 1908, to cease and desist from charging or collecting a higher rate than \$2.75 per ton on fertilizers, in carloads, from Shreveport to all stations on the Opelousas, Gulf & Northeastern Railroad.

Issued June 24, 1908.

Rates on Fertilizer and Cotton Seed.

Order No. 1003.

ORDERED, That the petition of the Kentwood, Greensburg & Southwestern Railroad Company for authority to readjust its rates on fertilizer from New Orleans to stations on its line in Louisiana in connection with the Illinois Central Railroad Company be, and it is hereby, granted and authority for the rates will be issued accordingly.

The petition for changes in rates on cotton seed is denied because the Commission has recently established a tariff of rates on cotton seed for planting purposes, which it finds no cause to change at this time.

Issued April 15, 1909.

Rates on Commercial Fertilizer.

Order No. 1465.

(Amends Authority No. 3408.)

ORDERED, That the steamboats plying the Lower Ouachita River and tributaries shall charge no more than ten (10) cents per 100 pounds on commercial fertilizers in less carload lots from Monroe, Louisiana, to points on the Lower Ouachita River and its tributaries.

Issued October 17, 1912.

Readjustment of Rates on Fertilizers from New Orleans to Lafayette on Carloads and Less Than Carloads.

Order No. 1701.

ORDERED, That the Morgan's Louisiana & Texas Railroad & Steamship Company be, and it is hereby, commanded and required to further cease and desist from charging a higher rate than \$6.00 per ton on fertilizer, minimum weight 30,000 pounds, from New Orleans to Lafayette and intermediate points.

Issued March 24, 1914.

Rates on Fertilizers from New Orleans to Lafayette on Carloads and Less Than Carloads.

Order No. 1727.

(Reaffirming Order No. 1701.)

ORDERED, That Order No. 1701, issued March 24, 1914, be and the same is hereby, reaffirmed, to become effective June 1, 1914

Issued May 14, 1914.

Rates on Manure, Carloads, from New Orleans to Illinois

Central Stations in Louisiana.

Order No. 1789.

ORDERED, That the Illinois Central Railroad Company be, and it is hereby, authorized to publish rates on stable manure, carloads, from New Orleans to Illinois Central stations in Louisiana, as follows:

To	Rates in Dollars per Car.
Stations Luzon to La Branch, inclusive.....	10.00
Stations Ruddock to Ponchatoula, inclusive.....	12.00
Stations Hammond to Arcola, inclusive.....	14.00
Stations Tangipahoa to Greenlaw, inclusive.....	15.00

Maximum weight, 40,000 pounds.

Issued September 23, 1914.

Rates on Manure, Carloads, from New Orleans to Yazoo &

Mississippi Valley Railroad Stations.

Order No. 1790.

ORDERED, That the Yazoo & Mississippi Valley Railroad Company be, and it is hereby, authorized to publish rates on stable manure, carloads, maximum weight 40,000 pounds, from New Orleans, Louisiana, to points named as follows:

To	Rates in Dollars per Car.
Stations Shrewsbury to Hermitage, inclusive.....	10.00
Stations Montz to Convent, inclusive.....	12.00
Stations Uncle Sam to St. Gabriel, inclusive.....	14.00
Stations Oakley to Baton Rouge, inclusive.....	15.00

Issued September 23, 1914.

Rate on Manure from New Orleans to Tangipahoa.

Order No. 2060.

ORDERED, That the Illinois Central Railroad Company be, and it is hereby, commanded and required, on and after February 1, 1917, to cease and desist from charging higher rates on stable manure, carloads, from New Orleans to points on its line in Louisiana, than the following:

Distance—	Rates in Cents per 100 Pounds.
25 miles and under.....	2
50 miles and over 25.....	2½
75 miles and over 50.....	2½
100 miles and over 75.....	2½

Minimum weight 40,000 pounds.

All rates, rules, regulations and orders, especially Order No. 1789, of September 23, 1914, be, and the same are hereby, cancelled when this order goes into effect.

Issued January 16, 1917.

**Increase from 40,000 Pounds to 60,000 Pounds in Minimum Weights on
Manure, Carloads, from New Orleans to Certain
Illinois Central Points.**

Order No. 2161.

(Amending Order No. 2060.)

ORDERED, That Order No. 2060, issued by this Commission on January 16, 1917, be, and the same is hereby, amended so as to read as follows:

ORDERED, That the Illinois Central Railroad Company be, and it is hereby, commanded and required, on and after February 1, 1917, to cease and desist from charging higher rates on stable manure, carloads, from New Orleans to points on its line in Louisiana, than the following:

Distance—	Rates in Cents per 100 Pounds.
25 miles and under.....	2
50 miles and over 25.....	2½
75 miles and over 50.....	2½
100 miles and over 75.....	2¾

Minimum weight, 60,000 pounds.

All rates, rules, regulations and orders be, and the same are hereby, cancelled when this order goes into effect.

Issued December 19, 1917.

FRUITS AND VEGETABLES.

Green and Ripe Fruits and Vegetables.

Order No. 1240.

ORDERED, That the following rates on native grown green and ripe fresh fruit and vegetables, carloads and less carloads, local and joint shipment, are hereby established to apply between stations in Louisiana governed by Western Classification, viz:

Distance—	Carloads, minimum weight 24,000 pounds.	Less carloads.
5 miles and less.....	5	10
10 miles and over 5 miles.....	6	10
15 miles and over 10 miles.....	7	12
20 miles and over 15 miles.....	8	13
25 miles and over 20 miles.....	8	14
30 miles and over 25 miles.....	9	14
35 miles and over 30 miles.....	9	15
40 miles and over 35 miles.....	10	17
45 miles and over 40 miles.....	11	18
50 miles and over 45 miles.....	11	19
60 miles and over 55 miles.....	12	20
70 miles and over 60 miles.....	13	21
80 miles and over 70 miles.....	14	23
90 miles and over 80 miles.....	15	25
100 miles and over 90 miles.....	16	27
110 miles and over 100 miles.....	17	27
120 miles and over 110 miles.....	17	28
130 miles and over 120 miles.....	18	30
140 miles and over 130 miles.....	19	31
150 miles and over 140 miles.....	20	31
160 miles and over 150 miles.....	20	32
170 miles and over 160 miles.....	21	33
180 miles and over 170 miles.....	21	34
190 miles and over 180 miles.....	22	35
200 miles and over 190 miles.....	22	36
220 miles and over 200 miles.....	23	37
240 miles and over 220 miles.....	24	37
260 miles and over 240 miles.....	25	38
280 miles and over 260 miles.....	26	39
300 miles and over 280 miles.....	27	40
Over 300 miles.....	28	42

JOINT THROUGH RATES.

On shipments moving over two or more lines of railroad not under the same management or control, the following rates will apply:

Shipments over two lines of railroad the sum of the two local mileage rates, less 10 per cent, with a maximum rate of 30 cents per 100 pounds on carloads and 45 cents per 100 pounds on less than carloads.

Shipments over three or more lines of railroad the sum of the local mileage rates, less ten per cent, with a maximum rate of 35 cents per 100 pounds, carloads, and 50 cents per 100 pounds, less than carloads.

It is further

ORDERED, That the carrier may require shippers to provide certificates to the effect that the fruit and vegetables offered for transportation are native grown.

Issued February 23, 1911.

Rates Between Bullion and New Orleans.**Order No. 1674.**

ORDERED, That the Louisiana Railway & Navigation Company shall cease and desist from charging higher rates on onions, potatoes and melons from Bullion to New Orleans than thirteen (13) cents per 100 pounds, carloads, minimum weight 24,000 pounds, and twenty-one (21) cents per 100 pounds, less than carloads.

Effective February 15, 1914, when all orders, rates, authorities in conflict herewith are cancelled.

Issued January 29, 1914.

**Tropical Fruits from New Orleans and Points to Shreveport,
Alexandria, Monroe and Points.****Order No. 2009.****(Amended by Authority No. 10620-R.)**

ORDERED, That the application of the Texas & Pacific Railway Company, the Morgan's Louisiana & Texas Railroad & Steamship Company, the New Orleans, Texas & Mexico Railway, the Louisiana & Arkansas Railway Company, the Vicksburg, Shreveport & Pacific Railway Company, the Louisiana Railway & Navigation Company, the Kansas City Southern Railway Company and the St. Louis, Iron Mountain & Southern Railway to cancel the rate of 25 cents per 100 pounds, minimum weight 20,000 pounds, on apricots, bananas, cherries, cocoanuts, grapes, lemons, oranges, peaches, pears, pineapples, plums, straight or mixed carloads, except where otherwise provided, fruit and vegetables (not canned goods), mixed carloads, viz: apples, bananas, cocoanuts, grapes, lemons, limes, melons, oranges, dried or evaporated apples or peaches, beets, cabbage, carrots, cauliflower, celery, cucumbers, egg-plants, green corn, horseradish, onions, onion sets, oyster plants, parsnips, potatoes, pumpkins, radishes, tomatoes, turnips, dried or green peas or beans, sauer kraut and cider, owner's risk, pickles in wood or glass in vinegar, from New Orleans to Shreveport, Monroe and Alexandria and points made with relation thereto, and establish in lieu thereof, from New Orleans and points to Shreveport, Alexandria and Monroe and points, a rate of 33 cents per 100 pounds on bananas, minimum weight 20,000 pounds; cocoanuts, minimum weight, 22,000 pounds; pineapples, minimum weight 20,000 pounds; oranges, lemons, limes, grape fruits and tangerines, minimum weight 24,000 pounds, when in straight carloads or when in mixed carloads, minimum weight 24,000 pounds; also to eliminate from the mixture that now provides for rate of 25 cents the item bananas, and in order to maintain the relative parity as between Shreveport, Alexandria and Monroe, the same parity be applied to these points and usual relation preserved to other points, be, and the same is hereby, granted.

Issued June 20, 1916.

FUEL OIL.

Order No. 193.

All railroads in Louisiana:

At a general session of the Railroad Commission of Louisiana, held at its office at Baton Rouge, Thursday, May 22, 1902, after due notice to and hearing of the carriers, the following tariff rates of fuel oil was adopted, in order to establish a uniform rate on this commodity:

Fuel Oil in Oil Tanks.

Distance—	Rates in Cents per 100 Pounds.
40 miles and less.....	6
60 miles and over 40 miles.....	7
80 miles and over 60 miles.....	7½
100 miles and over 80 miles.....	8
125 miles and over 100 miles.....	8½
150 miles and over 125 miles.....	9
175 miles and over 150 miles.....	9½
200 miles and over 175 miles.....	10
225 miles and over 200 miles.....	10½
Over 225 miles.....	12

Minimum, the full capacity in gallons of the tanks.

Effective May 30, 1902.

Issued May 22, 1902.

GRAIN AND GRAIN PRODUCTS.

Grain, Hay and Mill Feed, Fertilizer and Tankage.

Order No. 262.

Morgan's Louisiana & Texas Railroad & Steamship Company and Louisiana Western Railroad Company:

After due investigation the Commission finds the rates on fertilizer, grain, hay and mill feed, from New Orleans to points on the Houma Branch, unreasonable and excessive, and the following rates are therefore ordered:

From New Orleans to—	Fertilizer and Tankage.		Grain, Hay and Mill Feed.	
	Rate per Ton.		Rate per Cwt.	
	C. L.	L. C. L.	C. L.	L. C. L.
Isle of Cuba.....	1.50	2.00	.10	.13
Magnolia	1.50	2.00	.10	.13
Rebecca	1.50	2.00	.10	.13
Belle Grove	1.50	2.00	.10	.13
Ardoyne	1.50	2.00	.10	.13
Central	1.50	2.00	.10	.13
Crescent	1.50	2.00	.10	.13
Southdown	1.50	2.00	.10	.13
Ellendale	1.50	2.00	.10	.13
Houma	1.50	2.00	.10	.13

These rates to be effective March 25, 1903, and all conflicting rates are hereby cancelled.

Issued March 9, 1903.

Grain and Grain Products, Corn and Corn Products.

Order No. 520.

ORDERED, That the Houston & Shreveport Railroad Company be, and it is hereby, required to permit shipments of grain, flour, meal, oats, and chops at the lowest rate applying on any commodity in the shipment, when there is a sufficient quantity to make a carload. Provided, that this ruling shall apply only on shipments from Shreveport.

All orders, rates, classifications, or rules in conflict with this order are cancelled.

Issued May 15, 1906.

GRAVEL.

Order No. 1222.

(Applies on Railroads Operating East of Mississippi River.)

ORDERED, That the following rates, which the Commission believes to be fair, reasonable and just rates, be, and they are hereby, adopted for all railroads operating in the State of Louisiana, applying on sand and gravel, carloads, straight or mixed, minimum weight 80,000 pounds:

Single Line Rates.

Distance—	Rates in Cents per 100 Pounds.
30 miles and less.....	1½
75 miles and over 30 miles.....	2
125 miles and over 75 miles.....	2½
150 miles and over 125 miles.....	3
175 miles and over 150 miles.....	4
200 miles and over 175 miles.....	5
225 miles and over 200 miles.....	6
250 miles and over 225 miles.....	6½
275 miles and over 250 miles.....	7
300 miles and over 275 miles.....	7½
Over 300 miles.....	8

JOINT THROUGH RATES.

On joint through shipments moving over two or more lines of railroads the sum of the local rates will apply, with the following maximum:

On shipments moving over two railroads.....10 cents per 100 lbs
On shipments moving over more than two railroads....15 cents per 100 lbs

Effective January 1, 1911, and all rates, rules and regulations and orders in conflict herewith shall be cancelled, except such rates as are established for the transportation of sand and gravel to be used for building public roads, or in State, parish or municipal improvements, when such shipments are consigned to State, parish or city authorities.

Issued December 21, 1910.

**Rates on Sand, Gravel, Crushed Stone and Shells, Carloads,
Minimum Weight 80,000 Pounds, Except as Other-
wise Provided in Order No. 1981.**

Order No. 1980.

ORDERED, That, effective May 15, 1916, the following rates be, and they are hereby, fixed and prescribed for the transportation of sand, gravel, crushed stone and shells, carloads, minimum weight 80,000 pounds per car, on the railroads hereinafter named, except as otherwise provided in Order No. 1981 of this Commission, this day adopted, viz:

**Rates on Sand, Gravel, Crushed Stone and Shells, Carloads,
Minimum Weight 80,000 Pounds, Except as Other-
wise Provided in Order No. 1981.**

Distance—	Rates in Cents per 100 Pounds.
25 miles and under.....	1½
Over 25 miles to and including 50 miles.....	2
Over 50 miles to and including 75 miles.....	2½
Over 75 miles to and including 125 miles.....	3
Over 125 miles to and including 150 miles.....	3½
Over 150 miles to and including 175 miles.....	4
Over 175 miles to and including 200 miles.....	4½
Over 200 miles to and including 225 miles.....	5
Over 225 miles to and including 250 miles.....	5½
Over 250 miles to and including 275 miles.....	6
Over 275 miles to and including 300 miles.....	6½
Over 300 miles to and including 325 miles.....	7
Over 325 miles to and including 350 miles.....	7½
Over 350 miles.....	8

The above rates will apply on the following railroads: Morgan's Louisiana & Texas Railroad & Steamship Company, Louisiana Western Railroad Company and Iberia & Vermilion Railroad Company, St. Louis, Iron Mountain & Southern Railway Company, the Texas & Pacific Railway Company, New Orleans, Texas & Mexico Railroad Company, Louisiana Railway & Navigation Company, Vicksburg, Shreveport & Pacific Railway Company, Louisiana & Arkansas Railway Company, Louisiana & Northwest Railroad Company.

The rate of 2 cents per 100 pounds between Anchorage and New Orleans will not be disturbed.

The Louisiana & Arkansas Railway Company is hereby allowed the following exceptions to the above rates:

Distance—	Rates in Cents per 100 Pounds.
10 miles and under.....	1½
25 miles and over 10 miles.....	2
75 miles and over 25 miles.....	2½

On joint shipments over two or more railroads the sums of local rates will apply.

All conflicting rates, rules, regulations or orders will be cancelled on the effective date of this order, except as otherwise provided in Order No. 1981.

Issued March 15, 1916.

**Rates on Road Building Material, Consisting of Sand, Gravel,
Crushed Stone and Shells.**

Order No. 1981.

(Corrected.)

ORDERED, That, effective May 15, 1916, the rates named in Order No. 1206, adopted by this Commission October 28, 1910, extended to cover all distances in the State, shall apply on the railroads hereinafter named on shipments of sand, gravel, crushed stone and shell, carloads, to be used in the construction of parish and state public roads, where the parish and state obtain the benefit of such rates, viz:

Distance—	Rates in Cents per 100 Pounds.
25 miles and less.....	1
75 miles and over 25 miles.....	1½
135 miles and over 75 miles.....	2
160 miles and over 135 miles.....	3
210 miles and over 160 miles.....	3½
270 miles and over 210 miles.....	4
295 miles and over 270 miles.....	5
345 miles and over 295 miles.....	5½
405 miles and over 345 miles.....	6

The above rates will apply on the following railroads: Morgan's Louisiana & Texas Railroad & Steamship Company, Louisiana Western Railroad Company and Iberia & Vermillion Railroad Company, St. Louis, Iron Mountain & Southern Railway Company, the Texas & Pacific Railway Company, the New Orleans, Texas & Mexico Railroad Company, the Louisiana Railway & Navigation Company, the Vicksburg, Shreveport & Pacific Railway Company, the Louisiana & Arkansas Railway Company and the Louisiana & Northwest Railroad.

On joint through shipments the sums of locals will apply.

Shipments made under this order must be consigned to parish or state officials.

All rates, rules, regulations and orders in conflict herewith will be cancelled when this order becomes effective, except as otherwise provided in Order No. 1980.

Issued March 15, 1916.

Order No. 1983.

(Affirming Order No. 1343.)

ORDERED, That the provisions of Order No. 1343, issued December 21, 1911, relative to rate on broken stone, carloads, between New Orleans and Winnfield, be. and the same are, not affected by Orders Nos. 1980 and 1981, but remain in full force and effect until changed by order of this Commission.

Issued April 26, 1916.

Order No. 1992.

(Amending Orders Nos. 1980 and 1981.)

ORDERED, That said Orders Nos. 1980 and 1981, effective May 15, 1916, fixing rates on sand, gravel, shells and crushed stone, carloads, be, and the same are hereby, made applicable to the railroads hereinafter named: New Iberia & Northern Railroad Company, Missouri, Kansas & Texas Railroad Company of Texas, Lake Charles & Northern Railroad Company, Louisiana Southern Railway Company, Kansas City Southern Railway Company, Louisiana & Pacific Railway Company, Woodworth & Louisiana Central Railway Company, Chicago, Rock Island & Pacific Railway Company, Tremont & Gulf Railroad Company, St. Louis Southwestern Railway Company.

It is further

ORDERED, That the rates established in Orders Nos. 1980 and 1981 be, and the same are hereby, made applicable to all leased, operated and independent lines of the railroad companies enumerated in Orders Nos. 1980 and 1981, and the railroad companies enumerated in this order.

It is further

ORDERED, That the minimum weight of 80,000 pounds per car, as named in Order No. 1980, on sand, gravel, shells and crushed stone, carloads, be, and the same are hereby, made applicable to the rates named in Order No. 1981.

Issued April 27, 1916.

HAY.**Carloads, Minimum Weights.**

Order No. 206.

All railroads in Louisiana:

At a general session of the Railroad Commission of Louisiana, held at its offices in the Capitol at Baton Rouge, La., June 27, 1902, due hearing having been granted, the following minima on hay were adopted:

Minimum Weight of Hay, Carloads.

	Pounds.
Cars 34 feet in length and under.....	17,000
Cars over 34 feet in length.....	20,000

It is, therefore,

ORDERED, That all carriers amend their tariffs at once to conform with this order, using Authority No. 1600.

Issued June 27, 1902.

**Rate on Hay, Carloads, from Ethel and Stations Intermediate
to New Orleans.**

Order No. 1109.

ORDERED, That, effective March 15, 1910, the rate for the transportation of native-grown hay, carloads, minimum weight 20,000 pounds, from Ethel and points intermediate, via the Yazoo & Mississippi Valley Railroad to New Orleans, Louisiana, shall not exceed eight (8) cents per 100 pounds.

All rates, orders or authorities in conflict are hereby cancelled.

Issued February 24, 1910.

Order No. 1150.

(Cancels Order No. 826.)

(Corrected.)

ORDERED, That, effective July 15, 1910, the following tariff of rates on native-grown hay, carloads and less than carloads, from producing points in Louisiana to other points in Louisiana, be, and they are hereby established for all railroads operating in the State of Louisiana:

Hay, Straw and Corn Shucks, Native Grown, Carload and
Less Than Carloads.

Distance —	Carloads.	Less Than Carloads.
5 miles and less.....	5	8
15 miles and over 5 miles.....	5	10
25 miles and over 15 miles.....	5½	10
30 miles and over 25 miles.....	6	12

Distance—	Carloads.	Less Than Carloads.
40 miles and over 30 miles.....	7	12
50 miles and over 40 miles.....	8	12
60 miles and over 50 miles.....	8½	15
70 miles and over 60 miles.....	9	15
80 miles and over 70 miles.....	9½	18
90 miles and over 80 miles.....	10	18
100 miles and over 90 miles.....	10½	18
110 miles and over 100 miles.....	11	20
120 miles and over 110 miles.....	12	20
130 miles and over 120 miles.....	12	20
140 miles and over 130 miles.....	14	20
150 miles and over 140 miles.....	15	20
200 miles and over 150 miles.....	15	23
225 miles and over 200 miles.....	15	23
Over 225 miles.....	15	24

On shipments moving over two or more lines not under the same management or control the following basis shall be used in computing rates:

Carloads, the sum of the local rates less 10 per cent, with a maximum of seventeen (17) cents per hundred pounds, shall apply.

Less than carloads, the sum of the local rates less 10 per cent, with a maximum of forty (40) cents per hundred pounds on shipments moving over two separate railroads, and sixty (60) cents on shipments moving over three or more railroads.

Minimum Weights.

The following minimum weights will be used in connection with the carload rates established herein:

	Pounds.
In cars 32 feet and less (internal measurement).....	14,000
In cars 34 feet and over 32 feet long.....	15,000
In cars 36 feet and over 34 feet long.....	16,000
In cars over 36 feet long.....	17,000
On narrow gauge railroads.....	10,000

All authorities, orders, rates, rules or regulations in conflict herewith are hereby cancelled.

Issued June 30, 1910.

Household Goods and Emigrants' Movables, Between

All Points in Louisiana.

Order No. 781.

ORDERED, That the following rates for the transportation of household goods and immigrants' movables, with or without live stock, when

transported between points in Louisiana, be, and the same are hereby, established for all railroads operating in Louisiana:

(Rates in Dollars per Car.)

Distances—	Rates.
10 miles or less.....	\$15.00
40 miles and over 10 miles.....	20.00
70 miles and over 40 miles.....	25.00
100 miles and over 70 miles.....	30.00
130 miles and over 100 miles.....	35.00
200 miles and over 130 miles.....	40.00
Over 200 miles.....	50.00

In case of loss or damage the carrier's liability shall be limited to five (\$5.00) dollars per 100 pounds on household goods.

One man shall be allowed to accompany the live stock when shipped, free of charge, to care for same.

The number of live stock to be shipped in one car shall be limited to ten (10) head.

When a shipment of household goods or emigrants' movables is transported over two or more lines of railway in Louisiana, each line shall be entitled to charge the rates named in this tariff, less ten (10) per cent, for the mileage transported over its line.

When any shipper instructs the goods to be shipped via the shortest lines between any two points in Louisiana, and the carrier on whose line the shipment originates shall fail to so route the shipment, then the shipper shall not be required to pay more for the transportation of the goods than the through rate via the shortest line to destination.

Issued October 31, 1907.

Minimum Weight of Household Goods and Emigrants' Movables.

Order No. 1141.

(Amends Order No. 781.)

ORDERED, That the minimum weight to be applied on carload shipments of household goods and emigrant movables, between points in the State of Louisiana, is hereby fixed at 20,000 pounds, to apply on all railroads in Louisiana.

All orders, rates, rules or classifications in conflict are cancelled hereby.

Issued April 27, 1910.

Rates on Household Goods and Emigrants' Movables.

Order No. 2017.

(Amends Order No. 781.)

ORDERED, That the paragraph in Order No. 781 relative to released valuation on household goods be, and the same is hereby, amended so as to read as follows:

"In case of loss or damage the carrier's liability shall be limited to ten dollars (\$10.00) per one hundred pounds on household goods."

Issued July 17, 1916.

**Joint Through Rates on Sand and Gravel Between West
Monroe and Morgan Junction and Points on St.
L., I. M. & S. Ry. and A., L. & G. Ry.**

Order No. 2052.

ORDERED, That the rate of one and one-quarter cents per 100 pounds, minimum 80,000 pounds, is hereby established for the transportation of sand and gravel, carloads, between Morgan Junction and Monroe, and the Vicksburg, Shreveport & Pacific Railway Company, defendant, is hereby ordered and commanded to further cease and desist from charging a higher rate than herein named and hereby established, effective November 15, 1916.

All orders, authorities, rates, rules, regulations and tariffs in conflict herewith are cancelled.

Issued October 17, 1916.

Rates on Sand, Gravel, Shells and Crushed Stone.

Order No. 2058.

ORDERED, That the Illinois Central Railroad Company be, and it is hereby, commanded and required, on and after December 15, 1916, to cease and desist from charging higher rates on sand, gravel, shells and crushed stone, carloads, straight or mixed, minimum weight 80,000 pounds, than the following:

Distance—	Rates in Cents per 100 Pounds.
10 miles and less.....	1
30 miles and over 10 miles.....	1½

All rates, rules, regulations and orders in conflict herewith shall be cancelled when this order becomes effective.

Issued December 5, 1916.

ICE.

C. L. and L. C. L. Between All Points in Louisiana.

Order No. 218.

All railroads in Louisiana:

ORDERED, That the following tariff on ice be, and is hereby, established for all lines in the State.

Effective at once, cancelling all rates that have been approved by the Commission, except rates that are lower, which rates are to remain undisturbed and in effect.

**Rates in Cents per Hundred Pounds for Transportation
by Railroads in Louisiana.**

Distance—	Minimum 30,000 Lbs.	
	C. L.	L. C. L.
20 miles and under.....	4.4	10
30 miles and over 20 miles.....	4.5	15
50 miles and over 30 miles.....	5	15
65 miles and over 50 miles.....	5.5	20
80 miles and over 65 miles.....	6	20
100 miles and over 80 miles.....	6.5	20
125 miles and over 100 miles.....	7	30
150 miles and over 125 miles.....	8	35
175 miles and over 150 miles.....	9	40
200 miles and over 175 miles.....	9.5	45
Over 200 miles.....	10	50

Stopover Privileges.

Stopovers will be allowed not oftener than three times between origin and final destination for partial unloading at an additional charge of fifteen dollars per car for each stop, such charge to accrue to the line making the stop.

Four thousand pounds of preservative will be allowed free with each carload shipment.

Less than carload shipments to be carried at gross weight.

Issued August 13, 1902.

Special Rates on Texas & Pacific Railway Cancelled.

Order No. 293.

Texas & Pacific Railway. Application to cancel all special rates in effect on ice, and apply the rates established in the Commission's Order No 219. Granted.

Issued August 8, 1902.

Packing Less Than Carload Shipments of Ice.

Order No. 1159.

(Amends Order No. 219.)

ORDERED, That railroad companies in Louisiana may require shippers to pack less than carload shipments of ice of less than one ton in sacks, barrels or boxes, in sawdust. Shipments of one ton or more may be shipped in a car with other freight in sawdust, hay or straw.

All authorities, rates, rules, regulations or orders in conflict herewith are cancelled.

Issued June 30, 1910.

JUNK.

(See Scrap Iron.)

Joint Through Rates.

Order No. 419.

Rules regulating the issuance of joint through rates. (For full text of order, see Rules and Regulations, this report.)

LIMESTONE.

Rates on Agricultural Limestone Between Points in Louisiana.

Order No. 2097.

ORDERED, That the Louisiana Railway & Navigation Company and the Yazoo & Mississippi Valley Railroad Company be, and they are hereby, commanded and required to further cease and desist from charging a higher rate on agricultural limestone, ground or pulverized, in bags, barrels, or in bulk, carload, minimum weight 60,000 pounds, than the following:

To apply over one railroad, or over two or more railroads under the same ownership, management or control.

Distances—	Rates per Ton of 2,000 Pounds.
25 miles and under.....	\$0.30
35 miles and over 25 miles.....	.35
45 miles and over 35 miles.....	.40
55 miles and over 45 miles.....	.45
65 miles and over 55 miles.....	.50
75 miles and over 65 miles.....	.55
85 miles and over 75 miles.....	.60
95 miles and over 85 miles.....	.65
110 miles and over 95 miles.....	.70
125 miles and over 110 miles.....	.75
140 miles and over 125 miles.....	.80
155 miles and over 140 miles.....	.85
170 miles and over 155 miles.....	.90
185 miles and over 170 miles.....	.95
200 miles and over 185 miles.....	1.00
220 miles and over 200 miles.....	1.05
240 miles and over 220 miles.....	1.10
260 miles and over 240 miles.....	1.15
280 miles and over 260 miles.....	1.20
300 miles and over 280 miles.....	1.25
320 miles and over 300 miles.....	1.30

JOINT THROUGH RATES.

On shipments over two or more railroads not under the same ownership, management or control, each railroad, as its proportion of the through rate shall charge no higher than the following rates; provided that in no case shall the maximum rate exceed \$2.00 per ton:

Distances—	Rates per Ton of 2,000 Pounds.
25 miles and under.....	\$0.27
35 miles and over 25 miles.....	.31½
45 miles and over 35 miles.....	.36
55 miles and over 45 miles.....	.39
65 miles and over 55 miles.....	.42½
75 miles and over 65 miles.....	.46%
85 miles and over 75 miles.....	.51
95 miles and over 85 miles.....	.55½
110 miles and over 95 miles.....	.59½
125 miles and over 110 miles.....	.63%
140 miles and over 125 miles.....	.68
155 miles and over 140 miles.....	.70
170 miles and over 155 miles.....	.72
185 miles and over 170 miles.....	.76
200 miles and over 185 miles.....	.80
220 miles and over 200 miles.....	.84
240 miles and over 220 miles.....	.88
260 miles and over 240 miles.....	.92
280 miles and over 260 miles.....	.96
300 miles and over 280 miles.....	1.00
320 miles and over 300 miles.....	1.04

On joint through shipments all intermediate switching or transfer charges shall be absorbed out of the through rate applicable.

All rates, rules and regulations in conflict herewith are hereby cancelled when this order goes into effect.

Issued April 11, 1917.

LIVE STOCK.

Order No. 288.

All railroads.

ORDERED, That a uniform charge shall be made by all railroads, on live stock, in cars over 36 feet in length, as follows:

	Per Cent.
Cars over 36 feet and not over 38 feet.....	105
Cars over 38 feet and not over 40 feet.....	110
Cars over 40 feet and not over 42 feet.....	125
Cars over 42 feet and not over 44 feet.....	135
Cars over 44 feet.....	140

The rates authorized by the Commission apply to cars 36 feet long and under.

Provided, that in no instance shall the shipper be charged for a larger car than he requests.

Issued June 26, 1903.

Animals exceeding \$800 in value may be taken by special arrangement. When no value is given, the valuation in this order will apply.

Issued January 28, 1904.

Changed by Order No. 340 to \$100.

Valuation of Horse, Mule or Pony.

Order No. 340.

All railroads in Louisiana.

ORDERED, That the said Order No. 334, issued January 28, 1904, be changed and amended so as to make the valuation of each horse, pony (gelding, mare or stallion), mule or jack, \$100.

Issued March 10, 1904.

Less Than Carload Shipments Between Points in Louisiana.

Order No. 362.

All railroads in Louisiana.

ORDERED, That the rates established by the Commission May 23, 1901, entered as Order No. 162, are re-established, and are as follows:

Distance—		Rates per 100 lbs.
20 miles or less.....		\$0.30
25 miles and over 20 miles.....		.32
30 miles and over 25 miles.....		.35
35 miles and over 30 miles.....		.37
40 miles and over 35 miles.....		.40
45 miles and over 40 miles.....		.42
50 miles and over 45 miles.....		.45
55 miles and over 50 miles.....		.47
60 miles and over 55 miles.....		.50
65 miles and over 60 miles.....		.52
70 miles and over 65 miles.....		.55
75 miles and over 70 miles.....		.57
80 miles and over 75 miles.....		.60
85 miles and over 80 miles.....		.62
90 miles and over 85 miles.....		.65
95 miles and over 90 miles.....		.67
100 miles and over 95 miles.....		.70
110 miles and over 100 miles.....		.75
120 miles and over 110 miles.....		.80
130 miles and over 120 miles.....		.85
140 miles and over 130 miles.....		.90
150 miles and over 140 miles.....		.95

Distance—	Rates per 100 lbs.
170 miles and over 150 miles.....	1.05
200 miles and over 170 miles.....	1.15
230 miles and over 200 miles.....	1.20
260 miles and over 230 miles.....	1.25
300 miles and over 260 miles.....	1.35
340 miles and over 300 miles.....	1.45

The following weights are established to be used in ascertaining the rates on live stock in less than carload quantities:

	Pounds.
One gelding, mare, pony, mule, cow, or cow and calf.....	1,000
Burros.	750
Stallions, jacks and bulls.....	1,500
Calves, sheep, goats, each, lots of five or more.....	100
Calves, sheep, goats, each, lots of less than five.....	175
Lambs, each, lots of less than five.....	100
Lambs, lots of five or more.....	75
Hogs for market, actual weight, or estimated.....	250
Pigs and stock hogs.....	Actual weight
Sheep, for market.....	100
Yearling colts and cattle.....	1,000
Live stock, crated or boxed.....	Actual weight

These weights will be used on all uncrated or unboxed shipments. Live stock boxed or crated shall be carried at actual weight.

No charge for a less than carload shipment shall exceed the minimum carload rate.

All provisions, orders or circulars establishing rates on live stock, or estimated weight, are cancelled.

Effective July 1, 1904.

Issued June 17, 1904.

Order No. 901.

ORDERED, That the following rates be, and are hereby, established for the transportation of horses, mules and cows by steamboats:

Between New Orleans and—	Single animals, each.	Lots of two or five animals, each.
Landings on the Mississippi River to and including Baton Rouge.....	\$3.00	\$2.50
Landings on the Mississippi River above Baton Rouge to and including Bayou Sara...	3.50	3.00
Landings on the Mississippi River in Louisiana, above Bayou Sara, to and including Delta Point	4.50	4.00

Landings on the Mississippi River, in Louisiana, above Delta Point.....	5.50	5.00
Landings on the Old and Atchafalaya Rivers, above Torras, to and including Melville....	4.00	3.50
Landings on Old, Black and Ouachita Rivers, north of Torras, to and including Columbia	4.00	3.50
Landings on Ouachita River, north of Columbia, to and including Monroe.....	5.00	4.50
The shipper to furnish feed, and the carrier will be required to feed and water the animals.		
All rates, authorities or orders in conflict herewith are cancelled.		
Issued July 22, 1908.		

Live Stock from New Orleans to Points on Napoleonville Branch, Including Thibodaux and Napoleonville, and Also Houma, La.

Order No. 1871.

ORDERED, That the application of the Morgan's Louisiana & Texas Railroad & Steamship Company for authority to cancel the now existing rates on live stock from New Orleans to points on its Napoleonville Branch, including Thibodaux and Napoleonville, and also to Houma, Louisiana, and apply in lieu thereof the Commission's scale of rates as prescribed in Order No. 362, on live stock in less than carloads and regular class rates from New Orleans to the above-named points on carloads, be, and the same is hereby, granted, effective March 15, 1915.

Issued February 23, 1915.

Live Stock Based on Length of Car Ordered.

Order No. 1902.

ORDERED, That on and after May 10, 1915, the Kansas City Southern Railway Company be, and it is hereby, granted permission to amend its existing rates on live stock, based on the length of car ordered, as follows:

LENGTH OF CAR.

(Inside Measurement.)

Cars 36 feet 6 inches in length, 10 per cent greater than rate now published on cars 30 feet 6 inches in length.

Cars over 36 feet 6 inches to and including 38 feet in length, add 5 per cent to the rate on cars 36 feet 6 inches in length.

Cars over 38 feet to and including 40 feet in length, add 10 per cent to the rate on cars 36 feet 6 inches in length.

Cars over 40 feet in length, 2½ per cent of 40-foot car rate for each foot or fraction thereof in excess of 40 feet.

Issued April 27, 1915.

**Rate on Cattle, Carloads, Kleinpeter to New Orleans, and Facilities
for Loading.**

Order No. 2065.

ORDERED, That on and after February 15, 1917, the Louisiana Railway & Navigation Company be, and it is hereby, commanded and required, to further cease and desist from charging a higher rate than \$25.00 per car on cattle from Kleinpeter Station to New Orleans, Louisiana.

It is further

ORDERED, That within sixty days from this date the Louisiana Railway & Navigation Company be, and it is hereby, commanded and required to construct and maintain at Kleinpeter, Louisiana, suitable accommodations to facilitate the loading of cattle.

All rates, rules, regulations or authorities in conflict herewith are cancelled when this order becomes effective.

Issued January 19, 1917.

**Changing Rates on Live Stock, Carloads, from a "Per Cent" Basis
to a Weight Basis.**

Order No. 2092.

ORDERED, That the New Orleans Great Northern Railroad Company be, and it is hereby, authorized to publish rates on live stock, carloads, except horses and mules, between points on its line in Louisiana, as follows:

Distances—		Cattle. In Cents per 100 Pounds.	Hogs. In Cents per 100 Pounds.	Sheep, S. D. In Cents per 100 Pounds.	Sheep, D. D. In Cents per 100 Pounds.
5 miles and under.....		6	6%	8½	6½
10 miles and over	5 miles...	7	7%	10	7%
15 miles and over	10 miles...	8	9	11½	8%
20 miles and over	15 miles...	9	10	12%	10
25 miles and over	20 miles...	10	11	14%	11
30 miles and over	25 miles...	11	12½	15%	12
35 miles and over	30 miles...	12	13½	17%	13½
40 miles and over	35 miles...	13	14½	18½	14½
45 miles and over	40 miles...	14	15½	20	15½
50 miles and over	45 miles...	15	16%	21½	16½
55 miles and over	50 miles...	16	17%	22%	17½
60 miles and over	55 miles...	17	19	24%	18%
65 miles and over	60 miles...	18	20	25%	19%
70 miles and over	65 miles...	19	21	27%	21
75 miles and over	70 miles...	19½	21%	27%	21½
80 miles and over	75 miles...	20	22½	28½	22

85 miles and over	80 miles...	21½	23	29¼	23¾
90 miles and over	85 miles...	23	23½	29¼	25¼
95 miles and over	90 miles...	23½	24¼	29¼	25¾
100 miles and over	95 miles...	23½	24¾	29¼	25¾
110 miles and over	100 miles...	24	25	30	26½

ORDERED, That the New Orleans Great Northern Railroad Company be, and it is hereby, authorized to establish rates on live stock, carloads, except horses and mules, between New Orleans and points named as follows:

Between New Orleans, La., and—	Cattle.	Hogs.	Sheep, S. D.	Sheep, D. D.
	In Cents per 100 Pounds.	In Cents per 100 Pounds.	In Cents per 100 Pounds.	In Cents per 100 Pounds.
Bonfouca, La.	9	10	12¾	10
Hygeia, La.	12½	14	17¾	13¾
Oaklawn, La.	12½	14	17¾	13¾
Lacombe, La.	12½	14	17¾	13¾
Forest Glen, La.	12½	14	17¾	13¾
Nott, La.	12½	14	17¾	13¾
Mandeville, La.	12½	14	17¾	13¾
Ozone Park, La.	12½	14	17¾	13¾
Abita Springs, La.	12½	14	17¾	13¾
Marianna, La.	12½	14	17¾	13¾
Clalborne, La.	12½	14	17¾	13¾
Covington, La.	12½	14	17¾	13¾
Ramsay, La.	13	16¾	21½	16½
Pfalzheim, La.	15	16¾	21½	16½
Smith, La.	17½	19½	25	19¼
Red Bluff, La.	17½	19½	25	19¼
Hoods, La.	17½	19½	25	19¼
Onville, La.	18½	20½	26½	20¼
Folsom, La.	18½	20½	26½	20¼

It is further

ORDERED, That, in connection with the foregoing rates, on shipments of live stock, carloads, except horses and mules, between points on the New Orleans Great Northern Railroad and between New Orleans, Louisiana, and points named on said railroad, the following weights will govern:

When Loaded in Cars—	Minimum Weight in Pounds.			
	Cattle.	Hogs	Sheep, S. D.	Sheep, D. D.
36 ft. 6 in. and under.	20,000	18,000	14,000	20,000
Over 36 ft. 6 in. and not over 38 ft. 6 in..	21,000	18,900	14,700	21,000
Over 38 ft. 6 in. and not over 40 ft. 6 in..	22,000	19,800	15,400	22,000
Over 40 ft. 6 in. and not over 42 ft. 6 in..	25,000	22,500	17,500	25,000
Over 42 ft. 6 in. and not over 44 ft. 6 in..	27,000	24,300	18,900	27,000
Over 44 feet 6 in.	28,000	25,200	19,600	28,000

All rates, rules and regulations in conflict herewith are hereby cancelled when this order goes into effect.

Issued April 11, 1917.

Valuations on Shipments of Live Stock.

Order No. 2146.

(Cancels Orders Nos. 334 and 340.)

ORDERED, That all railroad companies operating in Louisiana be, and they are hereby, commanded and required to provide the following valuation clause in live stock tariffs:

Each horse or pony (gelding, mare or stallion), mule, jack or jenny.	\$150.00
Each colt, under one year old.	75.00
Each ox, bull or steer.	75.00
Each cow	50.00
Each calf	20.00
Each hog	15.00
Each sheep	5.00
Each goat	5.00

Where the valuation declared by shippers exceeds the value shown above, an addition of two (2) per cent will be made to the rate per 100 pounds, or car, or each 50 per cent, or fraction thereof, of additional declared value per head. Animals exceeding in value \$800.00 per head subject to regulations and rates in tariffs of the individual carriers.

All rates, rules, regulations and orders, and especially Orders 334 and 340, be, and the same are hereby, cancelled when this order becomes effective.

Issued November 22, 1917.

Order No. 2210.

(Amending Order No. 2188.)

ORDERED, That the following rates on live stock be, and they are hereby, fixed and adopted as reasonable rates for the transportation of live stock between points on all railroads west of the Mississippi River, and between Baton Rouge and New Orleans and points west of the Mississippi River in the State of Louisiana:

Cattle.

Beef Cattle Rates.*

Distances—	Single Line.† Cents.	Joint Line.† Cents.
10 miles and less.	6	8.5
15 miles and over 10 miles.	6.5	9

20 miles and over 15 miles.....	7	9.5
25 miles and over 20 miles.....	7.5	10
30 miles and over 25 miles.....	8	10.5
35 miles and over 30 miles.....	8.5	11
40 miles and over 35 miles.....	9	11.5
45 miles and over 40 miles.....	9.5	12
50 miles and over 45 miles.....	10	12.5
55 miles and over 50 miles.....	10.5	13
60 miles and over 55 miles.....	11	13.5
65 miles and over 60 miles.....	11.5	14
70 miles and over 65 miles.....	12	14.5
75 miles and over 70 miles.....	12.5	15
80 miles and over 75 miles.....	13	15.5
90 miles and over 80 miles.....	13.5	16
100 miles and over 90 miles.....	14	16.5
110 miles and over 100 miles.....	14.5	17
120 miles and over 110 miles.....	15	17.5
130 miles and over 120 miles.....	15.5	18
140 miles and over 130 miles.....	16	18.5
150 miles and over 140 miles.....	16.5	19
160 miles and over 150 miles.....	17	19.5
170 miles and over 160 miles.....	17.5	20
180 miles and over 170 miles.....	18	20.5
190 miles and over 180 miles.....	18.5	21
200 miles and over 190 miles.....	19	21.5
210 miles and over 200 miles.....	19.5	22
220 miles and over 210 miles.....	20	22.5
230 miles and over 220 miles.....	20.5	23
240 miles and over 230 miles.....	21	23.5
250 miles and over 240 miles.....	21.5	24
260 miles and over 250 miles.....	22	24.5
270 miles and over 260 miles.....	22.5	25
280 miles and over 270 miles.....	23	25.5
290 miles and over 280 miles.....	23.5	26
300 miles and over 290 miles.....	24	26.5
315 miles and over 300 miles.....	24.5	27
325 miles and over 315 miles.....	25	27.5
Over 325 miles.....	25	27.5

*Stock cattle rates 75% of rates on beef cattle.

‡For application over one line of railroad, or two or more lines of railroads under the same management and control.

†For application over two or more lines of railroad not under the same management and control.

Rates on calves 115% of rates on grown cattle.

Subject to the following carload minima for transportation over railroads of standard gauge:

	Length of Cars, Inside Measurement.	
	36 feet 7 inches and over 34 feet.	40 feet and over 36 feet 7 inches.
	Pounds.	Pounds.
Beef cattle	22,000	24,500
Stock cattle	20,000	21,000
Calves (in single deck cars)	16,500	16,500

When cars exceed 40 feet in length $2\frac{1}{2}\%$ may be added to the minimum for 40-foot cars for each foot or fraction thereof in excess of 40 feet.

HOGS, SHEEP AND GOATS.

(Carloads.)

Distances—		Single Line. Cents.	Joint Line. Cents.
10 miles and less.....		6	8.5
15 miles and over 10 miles.....		6.5	9
20 miles and over 15 miles.....		7	9.5
25 miles and over 20 miles.....		7.5	10
30 miles and over 25 miles.....		8	10.5
35 miles and over 30 miles.....		8.5	11.25
40 miles and over 35 miles.....		9	12
45 miles and over 40 miles.....		9.5	12.5
50 miles and over 45 miles.....		10	13
60 miles and over 50 miles.....		10.5	13.5
70 miles and over 60 miles.....		11	14.5
80 miles and over 70 miles.....		11.5	15
90 miles and over 80 miles.....		12	15.5
100 miles and over 90 miles.....		12.5	16.25
125 miles and over 100 miles.....		13.75	17.5
150 miles and over 125 miles.....		15	18.75
175 miles and over 150 miles.....		16.25	20
200 miles and over 175 miles.....		17.5	21.25
250 miles and over 200 miles.....		18.75	22.5
300 miles and over 250 miles.....		20	23.75
Over 300 miles.....		21.25	25

Subject to the following minimum weights:

Internal Length of Cars.	Minimum Weights, in Pounds.	
	Single Deck Cars.	Double Deck Cars.
36 feet 7 inches and under.....	16,000	22,000
40 feet and over 36 feet 7 inches.....	16,500	24,500

Where cars of lesser length than the above are furnished for convenience of the carriers, parties thereto, the following minimum weights will govern:

31 feet and less.....	15,000	19,000
34 feet and over 31 feet.....	15,500	20,500

Minimum weight on cars exceeding 40 feet in length shall be on the basis of 3% of the 40 feet minimum additional for each foot or fraction thereof in excess of 40 feet.

The foregoing regulations shall not be construed as imposing upon railroad companies the obligation to furnish cars of specified dimensions.

RULES AND REGULATIONS GOVERNING THE SHIPMENT OF LIVE STOCK UNDER THE RATES PRESCRIBED HEREIN.

All rates in this order are in cents per 100 pounds.

(a) Shipments of live stock may be stopped in transit for the purpose of dipping, spraying, quarantining, inspection, administration of tuberculline or mallien tests, or for other treatment required by State or Federal regulations, subject to the following rules, regulations and charges for such privileges.

(b) A stop-over charge of \$5.00 per carload for each stop in addition to the through rate shall be assessed.

(c) If the stopping point is not intermediate in the direct route of transit from point of origin to final destination, a charge of one-half ($\frac{1}{2}$) cent per ton per mile, in addition to the through rate and stop-over charge provided in paragraph (b) shall be assessed for all out-of-route service. (See Note.)

NOTE.—To determine the out-of-route service, whether back or circuitous haul, first ascertain the short line distance from the point of origin to final destination and subtract the same from the short line distance from point of origin to final destination through the stopping points, and the difference thus obtained will represent the mileage for which extra charge, as provided in paragraph (c) shall be assessed. In no case shall the through rate protected on any shipment be less than either of the following minima:

1. The lawful rate applicable from point of origin to stopping point, using, where more than one stop is made, the stopping point taking the highest rate from point of origin, plus the stop-over charge provided in paragraph (b).

2. The lawful rate applicable from stopping point to final destination, using, where more than one stop is made, the stopping point taking the highest rate to final destination, plus the stop-over charge provided in paragraph (b).

3. The lawful rate applicable for one or two line, as the case may be, from point of origin to final destination, via the stopping point or points, plus the stop-over charge provided in paragraph (b).

(d) Shipments must be forwarded from stopping point within fifteen days after arrival, or as soon thereafter as permit is issued by the inspector.

(e) Dipping, inspection or administration or other treatment of the live stock must be under the supervision of an inspector of the State

Live Stock Sanitary Board, or other authorized State official, and a certificate secured by the owner or his agent from such inspector or State official showing that the live stock has been treated in conformity with established State or Federal regulations.

(f) All expenses incurred at the stopping point for unloading, loading, bedding, feeding, yardage, dipping, spraying, inspection and administering tuberculine or mallien tests, or other treatment, and also charges, if any, for switching to and from facilities located on a line other than the one performing the road haul, will be in addition to the through rate and other charges applicable under the foregoing rules.

(g) The identity of live stock stopped in transit for treatment as outlined above must be preserved. No substitution or change of ownership will be permitted.

(h) If any part of a shipment is detained at the stopping point and the balance forwarded to ultimate destination the freight charges from point of origin to the inspection or dipping point on that portion detained will be the local less than carload rate or the carload rate and tariff minima, whichever basis is lower. The published tariff rate and charges will be assessed from point of origin to ultimate destination on that portion forwarded from the inspection point or dipping point under the original billing.

(i) Carriers will not be held responsible for any loss, damage or injury to live stock stopped in transit for purpose of dipping, inspection, administration of tuberculine or mallien tests, or other treatment after the live stock has been unloaded from the car at the stop-over point, and until stock has been located in cars and tendered to carriers for shipment.

DISINFECTING CARS.

The rates herein prescribed for the transportation of live stock do not include the expense of disinfecting cars made necessary by Federal, State, parish or municipal regulations, or order of shippers. When such regulations require cars which have been or are to be used in the transportation of live stock, to be cleaned or disinfected, the following charges will be made for such service and will be assessed against the shipment on account of which such cleaning or disinfecting service is performed:

For each single deck car.....	\$2.50
For each double deck car.....	4.00

When cars are cleaned and disinfected under Federal, State, parish or municipal regulations, the above charges will be assessed against the inbound shipment which made necessary the cleaning and disinfecting of the cars, and collected from the consignee of such shipment.

When disinfected cars are ordered by the shipper for a new shipment, thus making it necessary to disinfect the cars, not under Federal, State, parish or municipal regulations, the above charges will be assessed against and collected from the consignor of such new shipment.

When the carrier has no clean, disinfected cars at the point of shipment, or dipping point, located outside of a quarantine territory, and it becomes necessary to clean and disinfect cars in which to handle a shipment originating within a quarantine area, destined to a point in a clean territory, and the regulations in connection with the same require that the live stock be loaded in cleaned and disinfected cars, the above charges are to be assessed against the shipment loaded in such cars.

TRANSPORTATION OF MEN IN CHARGE OF LIVE STOCK.

Carriers may provide reasonable rules for the transportation of men in charge of live stock shipments, such rules to be submitted to the Commission for its approval.

FEEDING CHARGES.

The rates on live stock as published herein do not include the cost of feed furnished while in transit. When feeding is done at feeding pens or stock yards controlled by the carriers, the actual cost of such feed, plus 10% for handling, shall be charged. Where the service is performed by public stock yards the charge will be the actual cost of such stock yards.

Should any local conditions exist, necessitating particular rules, such situations will be dealt with by the Commission, after investigation, on the application of the carrier affected.

It is further

ORDERED, That these rates are subject to such advances or reductions as the Federal Railroad Administration may hereafter order, the said advances or reductions to become effective as may be designated by the Federal Railroad Administration.

It is further

ORDERED, That these rates shall become effective on June 25, 1918, when all rates, rules, regulations or orders or authorities in conflict herewith shall be, and they are hereby, declared cancelled.

Issued June 3, 1918.

LOGS.

(See Lumber, Logs and Staves.)

LUMBER, LOGS AND STAVES.

Export Rates on Local Shipments Restored.

Order No. 173.

Illinois Central Railroad.

ORDERED, That the original rates on lumber for export be restored, except where the local rate is higher, when that rate shall apply, and that all overcharges collected under the increased rate shall be promptly refunded to the shipper.

Issued October 10, 1901.

Estimated Weights.

Order No. 755.

ORDERED, That the following scale of estimated weights to be applied on shipments of lumber, in carloads, whenever the carrier has failed to provide its own track scales, and is unwilling to accept the weights ascertained by weighing the shipment upon the private track scale provided at the place of shipment:

	Rough. Green.	Rough. Dry.	Sized or Dressed One or Both Sides.
Lumber, 2½" and 3".....	5,000	3,500	2,900
Lumber, 2".....	5,000	3,200	1,690
Lumber, 1¼", 1½" and 1".....	5,000	3,000	2,400
½" panel stock.....	1,400
¾" panel stock.....	1,400
½" panel stock.....	1,700
13/16" flooring, partition, drop siding, mould- ed casing and base.....	2,200
¾" panel stock.....	1,700
½" panel stock.....	1,400
¾" ceiling.....	1,000
½" bevel siding.....	1,000
Shingles, all grades.....	300
Lath, ¾".....	500
Lath, ½".....	500
1½" x 1½" x 4' pickets, D. & H.....	1,200
1¾" x 1¾" x 4' pickets, D. & H.....	2,000
13/16" x 2½" x 4' pickets, D. & H.....	1,700
O. G. battens, 2".....	300
O. G. battens, 2½".....	350
O. G. battens, 3".....	400
¾" x 3" battens.....	300

It is further

ORDERED, That whenever a carload shipment of lumber, transported between points in Louisiana, moves over two or more track scales, whether shipment be a shipment over one railroad only, or over two or more railroads, the car shall be weighed by the carrier at the first track scales over which it passes, en route to its destination, and the weight thus found shall be the weight upon which freight charges shall be assessed; provided, that in case of a dispute on the part of the consignee as to the correctness of the weight the carrier shall, whenever there are track scales at the point of destination, upon the demand of the consignee, reweigh the car and if a difference is found in the two weights so ascertained the freight bill shall be corrected to conform with the last weight.

ORDERED, That the provisions of this order shall become effective on October 1, 1907.

Reweighing Cars.

Order No. 1037.

(Amendment to Order No. 755.)

For the service of reweighing a car there shall be no charge made by the carrier in cases where the second weighing shows a variation of one per cent or more from the first weight. When the second weighing does not show a variation to such extent, the carrier may charge \$2.50 for each car reweighed. The consignee shall, if an additional day is required by the delivering carrier to reweigh the car, be allowed one day's free time in addition to the free time allowed under the car service rules as established by this Commission. When the consignee so requests, the reweighing of the car shall be in his presence, or in the presence of his authorized agent, provided no delay shall be occasioned by such request.

Issued July 29, 1909.

Effective August 15, 1909.

Logs, Staves, Etc.

Order No. 500.

ORDERED, That all railroad companies operating in the State of Louisiana shall be required to allow five hundred (500) pounds free, for guides and standards used in securing shipments of lumber, logs and other forest products to open, flat, or "gondola" cars, whenever they are necessary. All tariffs, rates, rules or practices contrary herewith must be amended at once, so as to conform with this order and the Commission notified.

Issued February 20, 1906.

Hardwood Logs—Odenburg to New Orleans.

Order No. 955.

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required hereafter to immediately cease and desist from further unjustly discriminating against plaintiffs by charging any higher rates for the transportation of hardwood logs and lumber from Odenburg, Louisiana, to New Orleans, Louisiana, than it charges, demands or receives for like shipments from Rosa to New Orleans, Louisiana.

Lumber—Alexandria, Lamourie and Lecompte.

Order No. 861.

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required, on and after April 1, 1908, to cease and

desist from charging a greater rate on lumber, carloads, from Alexandria, Lamourie and Lecompte to Church Point, all stations on its lines in Louisiana, than seven and one-half cents per hundred pounds, which is the rate it now charges to Opelousas, Rayne and Crowley.

Issued March 24, 1908.

Lumber—Carloads, from Illinois Central Stations to Baton Rouge.

Order No. 938.

ORDERED, That the following rates on lumber, carloads, to Baton Rouge, Louisiana, from points on the Illinois Central Railroad, be, and are hereby, established, to become effective on or before December 1, 1908, subject to the authorized minimum weights covering shipments of lumber:

LUMBER, CARLOADS, TO BATON ROUGE, LA.

(Rates in cents per hundred pounds.)

From—

Greenlaw to Amite, inclusive.....	.09
Gulletts to Tickfaw, inclusive.....	.08½
Genessee .....	.08
Natalbany .....	.07
Hammond .....	.06
Chester and Campbells.....	.07
Ponchatoula and Abel.....	.08
Jena and Frenier.....	.08½
La Branch.....	.07½

Issued November 18, 1908.

Transfer Charges.

Order No. 576.

ORDERED, That, whenever it is necessary for a railroad company operating in this State to transfer a shipment of lumber in transit on account of overweight in the car, the railroad company shall charge no more than the actual cost of performing such service, except that on shipments of dressed lumber the maximum charge to be made is hereby fixed at two dollars and fifty cents (\$2.50) per car.

All orders, rules and regulations in conflict herewith are cancelled.
Issue 1 October 10, 1906.

Lumber—Angie, Acme, Branch B and Varnado to New Orleans.

Order No. 837.

ORDERED, That, on and after February 1, 1908, the New Orleans Great Northern Railroad Company shall cease and desist from charging

more than seven cents per hundred pounds for the transportation of lumber, carloads, and articles taking the same rates, under the classification authorized by this Commission for the use of the said railroad, from Angie, Acme, Branch B and Varnado to New Orleans.

Issued January 21, 1908.

Staves—Carloads.

Order No. 577.

Rates for the transportation of staves, carloads, from points on the Natchitoches Branch, Texas & Pacific Railway, to New Orleans, as follows:

From October 1 to March 1, each year, 12 cents per 100 pounds.

From March 1 to September 30, each year, 10 cents per 100 pounds.

Minimum weight, 30,000 pounds per car.

In view of the amicable agreement reached in this case, it is ORDERED, That the rates named above be, and the same are hereby, established for the use of the Texas & Pacific Railway Company.

Issued October 11, 1906.

Staves—Between Stations on the Texas & Pacific Railway to New Orleans.

Order No. 441.

ORDERED, That the following rates be, and are hereby, established for the Texas & Pacific Railway:

**COMMODITIES—CARLOADS, SUGAR AND RICE BARREL
STAVE TIMBER IN THE ROUGH.**

(Rates per car not exceeding 12 cords; excess to be charged in proportion.)

From—	To—	Rate.
Melville to Ravenswood, inc.....	Harvey, Gretna, New Orleans..	\$20.00
Fordoche to Baton Rouge Jct., inc..	Harvey, Gretna, New Orleans..	15.00
Stations on branch from Baton Rouge Jct. to Torras.....		
Baton Rouge Jct. to St. Charles, inc. (including Donaldsonville and Plaquemine branches).....	Harvey, Gretna, New Orleans..	15.00
All rates in conflict with this order are hereby cancelled.		

Issued April 19, 1905.

Staves—Local Shipments.

Order No. 445.

ORDERED, That the rates established in the said order No. 440 are

hereby cancelled, and the following rates are established on lumber, logs and staves and articles taking same rates under Western Classification No. 38 when transported between points in the State of Louisiana:

(Carload minimum, 30,000 pounds. Rate per 100 pounds in cents.)

From—	To—	Rate.
Stations on Louisiana & Arkansas Railroad.....	New Orleans..	.14
Stations on Louisiana & Northwest Railroad.....	New Orleans..	.14
Stations on St. Louis, Iron Mountain & Southern Ry.	New Orleans..	.10
Stations on Louisiana Railway & Navigation Co.....	New Orleans..	.13

All rates in conflict with this order are hereby cancelled.

Issued May 25, 1905.

**Lumber—Local Rates Equalized with Export Rate on Illinois
Central Railroad to New Orleans.**

Illinois Central Railroad. Local rates on lumber equalized with export rates.

ORDERED, That, where the rate for export is higher than the rate to New Orleans proper, then the rate shall be the same in both instances.

Issued November 20, 1901.

Lumber and Shingles—Carloads, Plattenville to New Orleans.

Order No. 367.

Texas & Pacific Railway Company.

ORDERED, That the rate on lumber and shingles, carloads, from Plattenville to New Orleans, be hereby fixed at 5 cents per 100 pounds, minimum 24,000 pounds.

Issued July 7, 1904.

Staves—Kansas City Southern Railway to New Orleans.

Order No. 410.

ORDERED, That the rate on staves, carloads, and articles taking the same rates under Western Classification No. 37, between all points on the Kansas City Southern Railway via the Louisiana Western Railway and the Morgan's Louisiana & Texas Railroad & Steamship Company, shall be 10 cents per 100 pounds, straight or mixed, minimum weight 30,000 pounds per car.

Issued November 15, 1904.

Affirmed by Order No. 415, issued December 21, 1904.

(See Orders Nos. 441 and 445.)

Order No. 1179.

(Cancels Order No. 1047.)

ORDERED, That the petition of the North Louisiana & Gulf Railway Company, for an advance in its rates on cross ties and staves, be, and the same is, granted, and in lieu of the rates named in this Commission's Order No. 1047, issued September 30, 1909, the following rates are hereby established on cross ties and staves, carloads, between stations on the North Louisiana & Gulf Railway:

Distances—	Rates in Cents per 100 Pounds.
5 miles and less.....	.02
10 miles and over 5 miles.....	.04
15 miles and over 10 miles.....	.05

Minimum, capacity of car, less 10 per cent.

Effective August 15, 1910.

All orders, rates or authorities in conflict herewith are cancelled when this order goes into effect.

Issued July 28, 1910.

Logs from Points, Angola and Stations South, to New Orleans.

Order No. 1184.

ORDERED, That, effective October 15, 1910, the Louisiana Railway & Navigation Company be, and it is hereby, commanded to further cease and desist from charging a higher rate than six (6) cents per hundred pounds on logs, carloads, minimum weight capacity of the car, but in no case less than 40,000 pounds, from Angola and stations on its line south of Angola to New Orleans.

Issued September 30, 1910.

Rates on Logs.

Order No. 1323.

ORDERED, That, effective November 15, 1911, the Louisiana Railway & Navigation Company be, and it is hereby, commanded to further cease and desist from charging a higher rate than one and one-quarter (1¼) cents per hundred pounds, on logs, for distances of ten (10) miles and less to Bayou Sara, Louisiana, the products of said logs to be shipped via the said Louisiana Railway & Navigation Company.

Issued October 26, 1911.

**Rates on Lumber Between Points on Kansas City
Southern Railway.**

Order No. 1514.

ORDERED, That the said Kansas City Southern Railway Company

be, and it is hereby, permitted to establish the rates named below, on lumber and articles taking lumber rates, between points on its line in Louisiana, as per the following descriptions:

Lumber (except cherry, oak, walnut and imported woods), also sawed pine ties, carloads, and articles taking same rates, as described in said company's Classification No. 11 series, supplements thereto or reissues thereof.

Minimum weight on rough stave bolts and logs, 40,000 pounds per car.

Distance—	Rates in Cents per 100 Pounds.
10 miles and under.....	.05
15 miles and over 10 miles.....	.05
25 miles and over 15 miles.....	.06
50 miles and over 25 miles.....	.07
75 miles and over 50 miles.....	.07½
100 miles and over 75 miles.....	.08
125 miles and over 100 miles.....	.09
150 miles and over 125 miles.....	.10
200 miles and over 150 miles.....	.11
250 miles and over 200 miles.....	.12
Over 250 miles.....	.12½

Effective March 1, 1913, when all rates in conflict herewith are cancelled.

Issued February 20, 1913.

Order No. 1599.

ORDERED, That, effective August 15, 1913, the Arkansas South-eastern Railroad Company be, and it is hereby, authorized to advance the present existing rate of 35 cents per 1,000 feet on logs, as per amendment No. 2 to Authority No. 8266-R, of this Commission, to sixty (60) cents per thousand feet, the other conditions and requirements to remain in force as at present.

Issued July 23, 1913.

Rates on Lumber Contained in Authority No. 9027-R.

Order No. 1627.

ORDERED, That the following rates are hereby fixed and established to apply on lumber, carloads, minimum weight 30,000 pounds, between stations on the St. Louis Southwestern Railway Company and Shreveport, Louisiana:

Distances—	Rates in Cents per 100 Pounds.
5 miles.....	.04
10 miles.....	.04
15 miles.....	.04
20 miles.....	.04
25 miles.....	.05
30 miles.....	.05
35 miles.....	.05
38 miles.....	.05½

All rates in conflict herewith are cancelled when this order goes into effect.

Issued October 22, 1913.

Re-establishment of Rate on Lumber, Carloads.

Order No. 1628.

ORDERED, That the Kansas City Southern Railway Company be, and it is hereby, commanded and required, on and after the first of November, 1913, to further cease and desist from charging a higher rate than seven and one-half (7½) cents per one hundred (100) pounds on lumber from Lake Charles, Louisiana, to Mooringsport, Louisiana, and to points intermediate; and this rate is hereby established.

All orders, rates, authorities, rules or regulations in conflict herewith are hereby cancelled.

Issued October 22, 1913.

Order No. 1652.

(Amends Order No. 1628.)

ORDERED, That Order No. 1628, adopted October 22, 1913, be, and it is hereby, amended so as to apply to lumber (except cherry, oak, walnut and imported woods); also sawed pine ties, carloads, and articles taking the same rates as described in Kansas City Southern Classification No. 11, Series I. C. C. No. 3124, supplements thereto and reissues thereof.

Lumber, Carloads, from Clinton.

Order No. 1707.

ORDERED, That the Yazoo & Mississippi Valley Railroad Company be, and it is hereby, commanded and required, within fifteen (15) days from the date of this order, to further cease and desist from charging

higher than the following rates on lumber, carloads, minimum weight 30,000 pounds, to and from the points named:

From Clinton, La., to Bayou Sara, La., 3½ cents per 100 pounds.

From Clinton, La., to Baton Rouge, La., 4 cents per 100 pounds.

From Clinton La., to New Orleans, La., 7 cents per 100 pounds.

All rates, orders, authorities or tariffs in conflict herewith are cancelled.

Issued March 26, 1914.

Rate on Lumber from Alexandria to New Orleans.

Order No. 1721.

ORDERED, That the following rates be, and they are hereby, established for the transportation to New Orleans of lumber, all kinds:

Carloads, Minimum Weight 30,000 Pounds.

From Zimmerman to Seips, inclusive..... 9 cents per 100 pounds

From Alexandria to Bunkie, inclusive..... 8 cents per 100 pounds

From Eunice Branch points..... 8 cents per 100 pounds

From Avoyelles Branch points..... 8 cents per 100 pounds

These rates will apply from competitive points, via the Morgan's Louisiana & Texas Railroad, the Texas & Pacific Railroad and the Louisiana Railway & Navigation Company's line, and other competing railroads, and from non-competitive points over the lines on which the station is located.

Effective May 15, 1914, when all rates, rules, regulations, authorities and orders in conflict herewith are cancelled.

Issued April 29, 1914.

Application on Louisiana Intrastate Traffic of C., R. I. & P. Tariff

**No. 25533-P, in Lieu of Tariff No. 29621, Applying
on Rough Forest Products, Carloads.**

Order No. 1742.

ORDERED, That the Chicago, Rock Island & Pacific Railway Company be, and it is hereby, granted authority to apply Rock Island Lines Tariff No. 25530-P, applying on rough forest products, carloads, on Louisiana intrastate traffic, in lieu of this company's Tariff No. 29621, issued under this Commission's Authority No. 8986-R, which authority is hereby cancelled.

Issued June 10, 1914.

Logs—St. L., I. M. & S. Ry.

Order No. 1939.

ORDERED, That the St. Louis, Iron Mountain & Southern Railway

Company be, and it is hereby, commanded and required to further cease and desist from charging higher rates on logs from Peck Station to Rayville, Louisiana, than the net rates on logs, carloads, as shown in its Tariff No. 2643-M.

It is further

ORDERED, That the "refund or concentration" charges now collected on logs shipped into Rayville be, and the same are hereby, declared discriminative and unjust and are abolished.

It is further

ORDERED, That the St. Louis, Iron Mountain & Southern Railway Company may require of a shipper of logs over its line a good and solvent bond, designed to secure to it the outbound tonnage of the manufactured product of the logs shipped over its line into Rayville, Louisiana

All rates, rules, regulations or orders in conflict herewith are hereby cancelled.

Issued October 20, 1915.

**Advance in Rates on Lumber and Other Forest Products Taking
Same Rates from Points on Its Line South of Alexandria
to Shreveport from 7 to 9 Cents per 100 Pounds.**

Order No. 2007.

ORDERED, That the application of the St. Louis, Iron Mountain & Southern Railway Company and concurring lines, for authority to increase its rates on lumber and other forest products taking same rates from points on its line south of Alexandria, Louisiana, to Shreveport, Louisiana, from 7 cents per 100 pounds, as at present published, to 9 cents per 100 pounds, also to make the same rate—namely, 9 cents per 100 pounds—apply from points on the Woodworth & Louisiana Central and Glenmora & Western Railroads, which connect with the said St. Louis, Iron Mountain & Southern Railway Company at junction point south of Alexandria to Shreveport, be, and the same is hereby, granted.

Issued May 25, 1916.

Transit Arrangements and Rate on Logs.

Order No. 2013.

ORDERED, That the following rates be, and they are hereby, established for the transportation of logs, from points on the line of the Louisiana Railway & Navigation Company to Winnfield, Louisiana, the product of said logs to be reshipped via the Louisiana Railway & Navigation Company's line:

Distances—	Rates in Cents per 100 Pounds.
10 miles and under.....	2
25 miles and over 10 miles.....	2½
50 miles and over 25 miles.....	3

ORDERED, That the said Louisiana Railway & Navigation Company may require of shippers of logs over its line a good and solvent bond, designed to secure to it the out-bound tonnage of the manufactured product of the logs shipped over its line into Winnfield, Louisiana.

All orders, rates, rules or regulations in conflict herewith are hereby cancelled.

Issued June 20, 1916.

**Rate on Hardwood and Cypress Lumber, Laths and Shingles,
etc., from Miltonburg to Alexandria.**

Order No. 2025.

(Cancels Order No. 2008.)

ORDERED, That Order No. 2008, issued May 25, 1916, denying the application of the Brewer-Neinstadt Lumber Company for the establishment of a two-cent rate on shipments of hardwood and cypress lumber, laths, shingles and articles taking the same rate, from Miltonburg to Alexandria, be, and the same is hereby, cancelled and rescinded.

It is further

ORDERED, That the Alexandria & Western Railway Company be, and it is hereby, commanded and required to cease and desist from charging a higher rate than two (2) cents per 100 pounds, carloads, minimum weight 60,000 pounds, on shipments of hardwood and cypress lumber, laths, shingles and articles taking the same rate, from Miltonburg to Alexandria, Louisiana.

Issued July 18, 1916.

Staves to Shreveport and Cedar Grove.

Order No. 2035.

ORDERED, That the Kansas City Southern Railway Company be, and it is hereby, commanded and required to further cease and desist from charging higher rates on stave bolts from points on its line into Shreveport and Cedar Grove than the net rates on stave bolts carried in Kansas City Southern Railway Tariff "Port Arthur Route" No. 2489-A, I. C. C. No. 3322.

It is further

ORDERED, That the "inbound or concentration" charges now collected on stave bolts into Shreveport and Cedar Grove be, and the same are hereby, declared discriminative and unjust and are hereby abolished.

It is further

ORDERED, That the Kansas City Southern Railway Company may require of a shipper of stave bolts and logs over its line a good and solvent bond, designed to secure to it at least 30 per cent of the outbound tonnage of the manufactured product of the bolts and logs shipped over its line into Shreveport and Cedar Grove, Louisiana.

Issued September 14, 1916.

**Rate on Hardwood and Cypress Lumber and Laths and Shingles,
etc., from Miltonburg to Alexandria.**

Order No. 2073.

(Amending Order No. 2025.)

ORDERED, That Order No. 2025, issued on July 18, 1916, be, and the same is hereby, amended so as to read as follows:

"ORDERED, That the Alexandria & Western Railway Company be, and it is hereby commanded and required, to cease and desist from charging a higher rate than three (3) cents per 100 pounds, carloads, minimum weight 60,000 pounds, on shipments of hardwood and cypress lumber, laths, shingles and articles taking the same rate, from Miltonburg to Alexandria, Louisiana."

It is further

ORDERED, That the rate of three (3) cents per 100 pounds shall also apply on all shipments which have moved over the Alexandria & Western Railway from Miltonburg to Alexandria from and after July 28, 1916, the effective date of Order No. 2025.

Issued February 9, 1917.

**Rate on Hardwood and Cypress Lumber and Laths and Shingles,
etc., from Miltonburg to Alexandria.**

Order No. 2077.

(Correcting Order No. 2073.)

ORDERED, That Order No. 2073, issued February 9, 1917, be amended and corrected so as to read as follows:

"ORDERED, That the Alexandria & Western Railway Company be, and it is hereby, commanded and required to cease and desist from charging a higher rate than 3 cents per hundred pounds, carloads, minimum weight 30,000 pounds, on shipments of hardwood and cypress lumber, laths, shingles, and articles taking the same rate, from Miltonburg to Alexandria, Louisiana.

It is further

ORDERED, That the rate of 3 cents per hundred pounds shall also apply on all shipments which have moved over the Alexandria & Western Railway from Miltonburg to Alexandria and minimum carload weight of 30,000 pounds shall also apply on all shipments which have moved

over the Alexandria & Western Railway from Miltonburg to Alexandria, from and after July 28, 1916, the effective date of Order No. 2025."

Issued March 20, 1917.

Rates on Logs Between Points on Alexandria & Western Railway.

Order No. 2129.

ORDERED, That, effective August 1, 1917, the Alexandria & Western Railway Company be, and it is hereby, granted authority to establish the rates named in its Log Tariff No. 5 applying on logs, carloads, between points on its line in Louisiana, said Log Tariff No. 5 reading as follows:

LOG TARIFF No. 5.

(Cancels Log Tariff No. 4.)

Providing rates on logs, carloads, between points on the Alexandria & Western Railway Company as shown below:

*Gardner, La., to DeWitt, La.....\$4.75 per carload of 55,000 pounds
Woods, La., to DeWitt, La..... 6.50 per carload of 55,000 pounds
McFarland, La., to DeWitt, La..... 8.00 per carload of 55,000 pounds

The following rates will be charged for all weights over the maximum of 55,000 pounds:

*Gardner, La., to DeWitt, La..... 9½c per one thousand pounds
Woods, La., to DeWitt, La..... 1½c per one hundred pounds
McFarland, La., to DeWitt, La..... 1½c per one hundred pounds

The rates in this tariff will apply only when the entire manufactured product of the logs is reshipped via this line from DeWitt, Louisiana.

*The rate from Gardner to DeWitt, La., is effective June 1, 1915, as shown in Log Tariff No. 4.

Issued September 19, 1917.

Rates on Staves and Stave Bolts from Points on C., R. I. &

P. Ry. to Ruston.

Order No. 2138.

ORDERED, That the Chicago, Rock Island & Pacific Railway Company be, and it is hereby, commanded and required to further cease and desist from charging higher rates on stave bolts or rough staves into Ruston, Louisiana, than the following:

25 miles and under.....	2 cents
50 miles and over 25.....	2½ cents
75 miles and over 50.....	3 cents
100 miles and over 75.....	3½ cents

It is further

ORDERED, That the "refund," or "concentration" charges now collected on logs shipped into Ruston be, and the same are hereby, declared discriminative and unjust, and are abolished.

It is further

ORDERED, That the Chicago, Rock Island & Pacific Railway Company may require of a shipper of staves or rough staves over its line a good and solvent bond, designed to secure to it the outbound tonnage of the manufactured product of the stave bolts or rough staves shipped over its line into Ruston, Louisiana.

It is further

ORDERED, That the Chicago, Rock Island & Pacific Railway Company be, and it is hereby, commanded and required to refund to petitioner in the present case, the Ruston Stave Company, upon the execution of a good and solvent bond by the said Ruston Stave Company, such money as it now has in its possession as a guarantee that the outbound tonnage will be shipped over its line.

All rates, rules, regulations or orders in conflict herewith are hereby cancelled.

Issued October 25, 1917.

Advance in Log Rates.

Order No. 2226.

ORDERED, That the application of the Zwolle & Eastern Railway Company for authority to advance its rate on logs from spurs and sidings on its line of railway at Converse, Louisiana, to Zwolle, Louisiana, from \$3.75 per one thousand feet to \$6.00 per one thousand feet, the rate of \$6.00 per thousand feet to include the cost of loading, be, and the same is hereby, approved and the application granted.

Issued August 5, 1918.

Rates on Cross Ties to Algiers, Louisiana.

Order No. 2232.

ORDERED, That the application of the New Orleans & Lower Coast Railway Company for authority to establish a rate of 6 cents per 100 pounds on cross ties from points on its line to Algiers, Louisiana, minimum 40,000 pounds, be, and the same is hereby, granted.

Issued September 24, 1918.

MACHINERY AND WELL-BORING OUTFITS.

Rate on Shipment of Second-Hand Machinery, New Orleans to Bubenzer Spur.

Order No. 1113.

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required to transport a shipment of second-

hand machinery and sugar house outfit, from New Orleans to Bubenzer Spur, originating at Poydras Junction, on the Louisiana Southern Railroad, at a rate of \$25.00 per car, minimum 40,000 pounds to the car.

Effective at once. Expires when shipments are completed.

Issued February 24 1910.

Rates for the Transportation of Second-Hand Machinery.

Order No. 1117.

At a general session of the Railroad Commission of Louisiana, held in its office in the Capitol, at Baton Rouge, La., on the 23rd day of March, 1910, the Chairman, J. J. Meredith, and Commissioners C. L. de Fuentes and Shelby Taylor being present, pursuant to notice given to all interested parties and after hearing all those parties who appeared in response thereto, the following rate was established:

Rate on Second-Hand Machinery.

It is hereby

ORDERED, That one-half ($\frac{1}{2}$) the regular tariff rate shall apply on all movements of second-hand machinery between points in the State of Louisiana which is to be repaired and returned to the original owner, or which is purchased from the original owner for the purpose of being reconstructed by the purchaser for manufacturing purposes in the State of Louisiana. Minimum weight 40,000 pounds.

Effective April 15, 1910.

Issued March 23, 1910

Rates on Well-Boring Outfits Between Points in Louisiana.

Order No. 1276.

ORDERED, That all railroads operating between points in the State of Louisiana be, and they are hereby, commanded and required to establish the following rates on well borers' outfits, carloads, between points in the State of Louisiana:

Distance—	Rates per car of 40,000 pounds; ex- cess in proportion.
15 miles and under.....	\$20.00
25 miles and over 15 miles.....	25.00
35 miles and over 25 miles.....	30.00
45 miles and over 35 miles.....	32.00
55 miles and over 45 miles.....	35.00
75 miles and over 55 miles.....	40.80
100 miles and over 75 miles.....	45.60
Over 100 miles.....	50.00

On joint through shipments each line shall collect its local rate, less 10 per cent.

Effective July 15, 1911, when all rates, rules or regulations in conflict herewith will be cancelled.

Issued July 7, 1911.

**Interpretation of the Application of Rates Established by
Order No. 1117 on Second-Hand Machinery.**

Order No. 1294.

ORDERED, That the rates established in Order No. 1117, and the interpretation placed thereon by Circular No. 299, be, and is hereby, affirmed.

Issued September 20, 1911.

Order No. 1296.

ORDERED, That Order No. 1276, adopted July 7, 1911, be amended so as to make the rates, regulations and rules named therein apply on "water well-boring outfits."

Issued September 20, 1911.

**Rates on Well-Boring Machinery Other Than Water Well-
Boring Machinery.**

Order No. 1338.

(Amends Order No. 1276.)

ORDERED, That all railroads operating between points in the State of Louisiana be, and they are hereby, commanded and required to establish on all well-boring machinery moving between points in the State of Louisiana the rates prescribed in this Commission's Order No. 1276, adopted July 7, 1911.

Effective January 1, 1912.

Issued December 21, 1911.

Order No. 1883.

(Amending Order No. 1338.)

ORDERED, That all railroads operating between points in the State of Louisiana be, and they are hereby, commanded and required to establish on all well-boring outfits moving between points in the State of Louisiana the rates prescribed in this Commission's Order No. 1276, adopted July 7, 1911.

It is further

ORDERED, That the articles enumerated in Western Classification No. 53, pages 255, 256 and 257, under the heading of oil well outfits and supplies, be, and they are hereby, considered as belonging to the well-borers' outfits (water or oil) contemplated by this order.

Issued March 5, 1915.

MANURE.

(See Fertilizer.)

MILK.

Rates for the Transportation of Milk on Passenger Trains Between Stations on the Illinois Central Railroad in Louisiana.

Order No. 1153.

ORDERED, That, effective July 15, 1910, the Illinois Central Railroad Company shall further cease and desist from charging higher than the rates named herein for the transportation of milk on passenger trains between points in Louisiana, in five, eight and ten gallon cans, the full capacity of the cans to be charged for, viz:

80 miles and less.....	1½ cents per gallon
Over 80 miles.....	2 cents per gallon

Shipments in cans containing less than five gallons will be charged the same as five-gallon cans; shipment in cans containing more than five gallons and less than eight gallons will be charged the same as eight-gallon cans; shipments in cans containing more than eight gallons and less than ten gallons will be charged the same as ten gallons; shipments in cans of greater than ten gallons capacity need not be accepted.

The rates named herein will include the return of empty cans in cases at the convenience of the company.

Shippers may be required to load cans or cases into baggage car themselves when necessary to do so.

All rates, rules or regulations, orders or authorities in conflict herewith are cancelled.

Order No. 1283.

ORDERED, That the petition of the Dixie Dairymen's Association be, and it is hereby, granted, and the following rates be, and they are hereby, established for the transportation of milk and cream, between points in the State of Louisiana, when transported on passenger trains by the said Yazoo & Mississippi Valley Railroad Company, when shipped in cans containing five, eight and ten gallons:

80 miles and less.....	1½ cents per gallon
Over 80 miles.....	2 cents per gallon

In each case the full gallonage capacity shall be charged for, whether the cans are filled or only partly filled.

Shipments in cans of greater capacity than ten gallons may be refused. Empty cans shall be returned to owner free of cost. Shippers may be required to load or assist in loading cans into car.

Effective August 15, 1911, when all rates, rules, regulations and orders in conflict herewith are cancelled.

Issued July 27, 1911.

Order No. 1284.

ORDERED, That the petition of the Dixie Dairymen's Association be, and it is hereby, granted, and the following rates be, and they are hereby, established for the transportation of milk and cream, between points in the State of Louisiana, when transported on passenger trains by the said New Orleans, Texas & Mexico Railroad Company, when shipped in cans containing five, eight and ten gallons:

80 miles and less.....	1½ cents per gallon
Over 80 miles.....	2 cents per gallon

In each case the full gallonage capacity shall be charged for, whether the cans are filled or only partly filled.

Shipments in cans of greater capacity than ten gallons may be refused. Empty cans shall be returned to owner free of cost. Shippers may be required to load or assist in loading cans into car.

Effective August 15, 1911, when all rates, rules, regulations and orders in conflict herewith are cancelled.

Issued July 27, 1911.

Order No. 1295.

ORDERED, That the petition of the Dixie Dairymen's Association be, and it is hereby, granted, and the following rates be, and they are hereby, established for the transportation of milk and cream, between points in the State of Louisiana, when transported on passenger trains by the said Louisiana Railway & Navigation Company, when shipped in cans containing five, eight and ten gallons:

80 miles and less.....	1½ cents per gallon
Over 80 miles.....	2 cents per gallon

In each case the full gallonage capacity shall be charged for, whether the cans are filled or only partly filled.

Shipments in cans of greater capacity than ten gallons may be refused. Empty cans shall be returned to owner free of cost. Shippers may be required to load or assist in loading cans into car.

Effective October 15, 1911, when all rates, rules, regulations and orders in conflict herewith are cancelled.

Issued September 20, 1911.

Order No. 1285-A.

(Amends Order No. 1295.)

ORDERED, That Order No. 1295, adopted by this Commission on September 20, 1911, be, and it is hereby, so amended as to make the rates named in said Order No. 1295 apply between points in the State of Louisiana, on the line of the Louisiana Railway & Navigation Company east of the Mississippi River only.

Issued October 2, 1911.

Rates on Milk and Cream to Ruston, La.

Order No. 1966.

ORDERED, That the following rates for the transportation of milk and cream between points in the State of Louisiana, when transported on passenger trains by the Vicksburg, Shreveport & Pacific Railway Company, the Tremont & Gulf Railway Company, the Louisiana & North West Railroad Company and the Louisiana & Arkansas Railway Company, be, and they are hereby, established:

MILK.

Full Capacity of Cans.

Distance—	5 Gallon Can.	8 Gallon Can.	10 Gallon Can.
80 miles and under.....	10	12	15
Over 80 miles.....	12	16	20

CREAM.

Full Capacity of Cans.

Distance—	5 Gallon Can.	8 Gallon Can.	10 Gallon Can.
80 miles and under.....	12	16	20
Over 80 miles.....	14	20	30

It is further

ORDERED, That when a shipment moves over two or more lines, not under the same management or control, the following maximum joint through rates will apply:

MILK.

Full Capacity of Cans.

Distance—	5 Gallon Can.	8 Gallon Can.	10 Gallon Can.
80 miles and under.....	14	18	22
Over 80 miles.....	15	18	22

CREAM.

Full Capacity of Cans.

Distance—	5 Gallon Can.	8 Gallon Can.	10 Gallon Can.
80 miles and under.....	14	19	22
Over 80 miles.....	16	22	32

In each case the full gallonage capacity shall be charged for, whether the cans are filled or not.

Shipments in cans of greater capacity than ten gallons may be refused. Empty cans shall be returned to owners free of cost. Shippers may be required to load or assist in loading cans into car.

Effective February 15, 1916, when all rates, rules, regulations and orders in conflict herewith are cancelled.

Issued January 27, 1916.

MILL FEED.

(See Feed.)

MINIMUM CHARGES AND WEIGHTS.

Minimum Charges, One Line.

Order No. 126.

All railroads in Louisiana.

All shipments must be charged for at actual weight and rate, with a minimum charge of 25 cents on a single shipment.

Issued December 12, 1900.

Minimum Weights.

Order No. 419.

Joint rates. All railroads in Louisiana.

Actual weights must be charged for in all cases, except that the minimum charge to be collected on single shipments over two lines shall be 40 cents, and over three or more lines 60 cents.

Minimum Carload Weights—V., S. & P. Ry.

Order No. 625.

ORDERED, That the Vicksburg, Shreveport & Pacific Railway Company may, effective January 20, 1907, change the minimum carload weights in tariffs authorized by this Commission so as to have them conform with the minimum weights, carloads, as established by the Western Classification, which has been approved by this Commission; provided, that wherever the Commission has established in an order a lower minimum than provided for in said classification the minimum weight established by the Commission shall apply.

Issued January 10, 1907.

Minimum Charges on Shipments Requiring Open Cars.

Order No. 1019.

ORDERED, That the following exception to Rule No. 60 of the rules and regulations of Western Classification be, and it is hereby, adopted to be observed by all railroads in Louisiana:

Shipments, including freight returned for repairs, loaded on open cars, are subject to a minimum charge equal to that for 5,000 pounds, at first-class rate, for each car used. Maximum charge provided for by Rule No. 15, Western Classification, to be observed.

An article too large to be loaded through the side door of a thirty-six foot box or stock car, or too long to be loaded through the end window thereof, shall (unless otherwise specified in the classification) be charged actual weight, and class rate, provided that in no case shall the charge for the entire shipment be less than 5,000 pounds at first-class rate.

Effective June 1, 1909.

Issued May 27, 1908.

Minimum Weight, Household Goods.

Order No. 1141.

(Amends Order No. 781.)

ORDERED, That the minimum weight to be applied on carload shipments of household goods and emigrant movables, between points in the State of Louisiana, is hereby fixed at 20,000 pounds, to apply on all railroads in Louisiana.

All orders, rates, rules or classifications in conflict are cancelled hereby.

Issued April 27, 1910.

Minimum Weight, Lumber.

Order No. 1227.

ORDERED, That the petition of the Texas & Pacific Railway Company, for authority to change its minimum on lumber, from 24,000 pounds to 30,000 pounds per car, be, and it is hereby, granted, effective March 1, 1911.

Issued February 10, 1911.

Minimum Weights.

Order No. 1347.

ORDERED, That the Illinois Central Railroad Company be, and it is hereby, commanded and required to establish the following basis of minimum weights and rate from Roseland, Louisiana, to New Orleans,

Louisiana, on baskets, wood splint, minimum weight 10,000 pounds on cars 36 feet 6 inches in length, and increased scale as per rule No. 24 of Southern Classification to apply on cars of greater length. Rate, 18 cents per 100 pounds.

Effective January 1, 1912.

Issued December 21, 1911.

MOLASSES.

Molasses, Low Grade—Plantations to New Orleans.

(See Sugar and Molasses.)

Order No. 532.

ORDERED, That all railroads entering New Orleans, Louisiana, shall charge no more than six cents per hundred pounds, from plantation points to New Orleans, on "black strap" or "centrifugal thirds" molasses, provided the shipper shall furnish to the railroad company a certificate showing the grade of the molasses.

All rates, rules or orders in conflict with this order are cancelled.

Issued June 12, 1906.

Order No. 1607.

ORDERED, That all railroads entering Baton Rouge, Louisiana, shall charge no more than six (6) cents per one hundred (100) pounds from plantation points to Baton Rouge, Louisiana, on "black strap" or low grade molasses, providing the shipper shall furnish the railroad company a certificate showing the grade of molasses.

All rates, rules or orders in conflict with this order are cancelled.

Issued July 23, 1913.

**Minimum Carload Rate on Molasses, in Tank Cars, on Basis of
95 Per Cent of the Gallonage Capacity of Tank.**

Order No. 2148.

ORDERED, That the Illinois Central Railroad, Louisiana Railway & Navigation Company, Morgan's Louisiana & Texas Railroad & Steamship Company, and the Yazoo & Mississippi Valley Railroad be, and they are hereby, granted authority to establish minimum carload weight on molasses, in tank cars, on basis of 95 per cent of the gallonage capacity of tank, not to exceed weight-carrying capacity of car.

All rates, rules, regulations or orders in conflict herewith are hereby cancelled when this order becomes effective.

Issued November 22, 1917.

**Minimum Carload Weights on Molasses in Tank Cars on Basis
of 95% of Gallonage Capacity of Tanks.**

Order No. 2186.

ORDERED, That the New Orleans, Texas & Mexico Railway Company and the New Iberia & Northern Railroad Company be, and they are hereby, granted authority to establish minimum carload weights on molasses in tank cars on the basis of 95% of the gallonage capacity of tanks, not to exceed the weight carrying capacity of the car.

All rules, regulations, rates and orders in conflict herewith are hereby cancelled when this order becomes effective.

Issued February 20, 1918.

Advance in Rates on Black Strap Molasses.

Order No. 2234.

ORDERED, That application of the New Orleans & Lower Coast Railroad Company for authority to apply a rate of 6 cents per 100 pounds on black-strap or centrifugal thirds molasses from points on its line in Louisiana to New Orleans be, and the same is hereby, denied and rejected.

It is further

ORDERED, That the New Orleans & Lower Coast Railroad Company be, and it is hereby, commanded and required to establish a rate of 5½ cents per 100 pounds on black-strap or centrifugal thirds molasses from points on its line in Louisiana to New Orleans, Louisiana, in carloads.

All rates, orders authorities or tariffs in conflict herewith are declared cancelled when this order becomes effective.

Issued September 24, 1918.

MOSS.

Texas & Pacific Railway Stations to Port Allen.

Order No. 22.

Texas & Pacific Railway Company.

The following tariff, adopted for the Texas & Pacific Railway Company, on moss (rates per bale, any quantity):

From—	To—	Cents.
Bunkie.	*Port Allen.	25
Morrows.	Port Allen.	25
Rosa.	Port Allen.	25
Palmetto.	Port Allen.	25
Melville.	Port Allen.	25

From—	To—	Cents.
Fordoché.	Port Allen.	25
Grosse Tete.	Port Allen.	25
Maringouin.	Port Allen.	25

Effective at once.

Issued November 24, 1899.

*Rate to Baton Rouge cancelled by dissolution of traffic agreement between the T. & P. Co. and the Ferry Company.

NAVAL STORES.

Mixing of Commodities of Naval Stores and Rates Thereon.

Order No. 1906.

ORDERED, That Authority No. 9562-R, issued May 25, 1914, upon the application of the Morgan's Louisiana & Texas Railroad & Steamship Company, be, and the same is hereby, cancelled and rescinded and the rates, rules and regulations contained in Morgan's Louisiana & Texas Railroad & Steamship Company's Joint Tariffs Nos. 344-P and 587-G are hereby restored, effective June 15, 1915.

It is further

ORDERED, That on and after June 15, 1915, the Gulf, Colorado & Santa Fe Railway Company, St. Louis, Iron Mountain & Southern Railway Company, Morgan's Louisiana & Texas Railroad & Steamship Company, Texas & Pacific Railway Company, Kansas City Southern Railway Company and the Louisiana Railway & Navigation Company be, and they are hereby, commanded and required to permit the mixing of the commodities of naval stores in carloads, the carload rate to apply on each article when so mixed.

Issued May 25, 1915.

OATS.

(See Corn and Oats.)

OILS.

(See Fuel Oil, Petroleum and Products.)

PASSENGERS.

Order No. 654.

(Rescinds Order No. 645.)

All railroads in Louisiana.

ORDERED, That no railroad company operating in the State of Louisiana and carrying passengers shall charge more than three cents

per mile for passengers over twelve (12) years of age, nor more than one-half fare for children between the ages of five (5) and twelve (12) years, except as hereinafter provided.

When a passenger fails to provide himself with a ticket at a station where tickets are on sale, except for the causes set forth in the rules and regulations of the Commission, then the railroad company transporting the passenger may collect one (1) cent per mile additional up to fifty (50) miles.

The provisions of this order will apply to the main lines and the branches of all railroads operating in the State of Louisiana, but will not apply to the independent railroads not over forty (40) miles in length.

The following special rates may be charged by independent railroads less than forty (40) miles long:

Railroads less than three miles long may charge twenty-five cents for each passenger.

Railroads over three miles long and less than seventeen miles long may charge six cents per mile.

Railroads over seventeen miles and less than forty miles long may charge five cents per mile.

The minimum charge for transporting any one passenger shall be ten cents.

When a railroad company has established special excursion, commutation or mileage rates lower than three (3) cents per mile, no reduction will be made for children.

On account of the special service provided by the Louisiana & Arkansas Railway Company between Minden and Sibley, a rate of twenty-five cents for each passenger may be charged by this company between the said points.

The Natchez & Western Railway Company is excepted from the provisions of this order and may charge five cents per mile on that portion of its line between Corcordia Station and Back River Station, and one-half fare for children between the ages of five and twelve years.

No rates for the transportation of passengers shall be changed or established without the consent of the Commission.

All rates, rules or orders in conflict herewith are cancelled.

Issued March 19, 1907.

Order No. 1817.

(Cancels Order No. 1785.)

At a general session of the Railroad Commission of Louisiana, held in its office in the Capitol, at Baton Rouge, Louisiana, on November 23, 1914, the Commission having under further consideration Order No. 1785, adopted September 23, 1914, hereby amends and readopts the rule promulgated therein so as to read as follows:

Wherever through trains, or through sleepers, are operated over any railroad in the State of Louisiana, through tickets shall be sold from any interline agency to any agency station at which through train or through sleeper stops.

When through trains or sleepers are operated over one or more railroads, through tickets shall be sold from interline agency stations to agency stations on the different railroads at which such trains or sleepers stop.

All orders, rules and regulations in conflict herewith are hereby rescinded and cancelled.

Issued November 24, 1914.

**Abolishment of Penalty When Tickets Are Not Purchased
at Agency Stations.**

Order No. 1979.

(Amends Order No. 654.)

ORDERED, That when a passenger fails to provide himself with a ticket at a station where tickets are on sale, except for the causes set forth in the rules and regulations of the Commission, the railroad company transporting the passenger may collect one (1) cent per mile additional, with a maximum of ten (10) cents. The penalty, however, shall not be collected from parties who, having purchased tickets and completed their journey on such tickets, desire to continue their journey to another station.

Issued March 14, 1916.

**Withdrawal from Sale of Interchangeable Penny Scrip
Books, Form P. S.**

Order No. 2033.

ORDERED, That, on and after September 15, 1916, the Illinois Central Railroad Company, the Louisiana Railway & Navigation Company, the New Orleans Great Northern Railroad Company, the Louisville & Nashville Railroad Company, the New Orleans & Northeastern Railroad Company and the Yazoo & Mississippi Valley Railroad Company be, and they are hereby, authorized to withdraw and discontinue from sale the form of transportation now in effect known as Interchangeable Penny Scrip Book, Form P. S., it being understood that with the withdrawal from sale of Form P. S. books those lines mentioned in this order, not now selling and honoring Form Z Interchangeable Mileage Books, will place and continue on sale the said Interchangeable Mileage Books, Form Z.

Issued September 14, 1916.

Readjustment of Passenger Fares.

Order No. 2236.

ORDERED, That the New Orleans, Natalbany & Natchez Railway Company be, and it is hereby authorized and permitted to reissue its Passenger and Baggage Tariff No. 1-A; and in said tariff to publish a rate of four cents per mile per passenger between points on said line of railway in the State of Louisiana, with a minimum charge of five cents per passenger.

All orders, rates, or authorities in conflict herewith are hereby declared cancelled, null and void and of no effect when this order becomes effective.

Issued November 20, 1918.

Readjustment of Passenger Fares.

Order No. 2237.

ORDERED, That the Kentwood, Greensburg & Southwestern Railway Company be, and it is hereby, authorized and permitted to reissue its Passenger and Baggage Tariff No. 1-A; and in said tariff to publish a rate of four cents per mile per passenger between points on said line of railway in the State of Louisiana, with a minimum charge of five cents per passenger.

All orders, rates or authorities in conflict herewith are hereby declared cancelled, null and void and of no effect when this order becomes effective.

Issued November 20, 1918.

PETROLEUM AND PRODUCTS

Order No. 1533.

ORDERED, That complainants' petition herein be granted and the rate of twelve (12) cents per 100 pounds on petroleum and its products be, and the same is hereby, established to apply on shipments between Shreveport, Gas Center and Cedar Grove, Louisiana, and New Orleans, Louisiana.

It is further

ORDERED, That, on and after May 1, 1913, the Texas & Pacific Railway Company, the Louisiana & Arkansas Railway Company, the Louisiana Railway & Navigation Company, the Kansas City Southern Railway Company, the New Orleans, Texas & Mexico Railroad Company, the Louisiana Western Railroad Company, and the Morgan's Louisiana & Texas Railroad & Steamship Company shall not charge any higher rate for transporting petroleum and its products, carloads, be-

tween Gas Center, Cedar Grove and Shreveport, Louisiana, and New Orleans, Louisiana, than twelve (12) cents per 100 pounds.

All rules, authorities, regulations and orders in conflict herewith are cancelled when this order becomes effective.

Issued April 14, 1913.

Order No. 1621.

ORDERED, That the following rates be, and they are hereby established, effective October 15, 1913, to apply on shipments of petroleum and its products, carloads and less than carloads, between points in the State of Louisiana. These rates to be applied in all cases except where commodity rates now in effect are lower, in which case the commodity rates shall govern.

PETROLEUM AND ITS PRODUCTS.

(As defined by the Western Classification in effect and approved by this commission.)

Distance—	L. C. L. Rate in cents per 100 pounds.	C. L. Rate (Min. wt. 26,000 lbs.) in cents per 100 Pounds.
5 miles and less.....	9	5
10 miles and over 5 miles.....	9.5	6
15 miles and over 10 miles.....	10	6
20 miles and over 15 miles.....	10.5	7
25 miles and over 20 miles.....	11	7
30 miles and over 25 miles.....	11.5	7
35 miles and over 30 miles.....	12	8
40 miles and over 35 miles.....	13	8
45 miles and over 40 miles.....	13.5	9
50 miles and over 45 miles.....	14	9
55 miles and over 50 miles.....	14.5	9
60 miles and over 55 miles.....	15	10
65 miles and over 60 miles.....	15.5	10
70 miles and over 65 miles.....	16.5	10
75 miles and over 70 miles.....	17	11
80 miles and over 75 miles.....	17.5	11
85 miles and over 80 miles.....	18	11
90 miles and over 85 miles.....	19	12
95 miles and over 90 miles.....	19.5	12
100 miles and over 95 miles.....	20	12
110 miles and over 100 miles.....	20.5	13
120 miles and over 110 miles.....	21	13
130 miles and over 120 miles.....	22	13
140 miles and over 130 miles.....	22.5	14

PETROLEUM AND ITS PRODUCTS.—Continued.

Distance—	L. C. L. Rate in cents per 100 Pounds.	C. L. Rate (Min. wt. 26,000 lbs.) in cents per 100 Pounds.
150 miles and over 140 miles.....	23	14
160 miles and over 150 miles.....	23.5	14
170 miles and over 160 miles.....	24	15
180 miles and over 170 miles.....	25	15
190 miles and over 180 miles.....	25.5	15
200 miles and over 190 miles.....	26	16
210 miles and over 200 miles.....	26	16
220 miles and over 210 miles.....	27	16
230 miles and over 220 miles.....	28	17
240 miles and over 230 miles.....	28.5	17
250 miles and over 240 miles.....	29	17
260 miles and over 250 miles.....	29.5	18
270 miles and over 260 miles.....	30	18
280 miles and over 270 miles.....	31	19
290 miles and over 280 miles.....	31.5	19
300 miles and over 290 miles.....	32	19
350 miles and over 300 miles.....	32.5	22
400 miles and over 350 miles.....	33	25
Over 400 miles.....	35	27

In assessing the above rates the following rules shall govern:

All articles shall be through way-billed from point of origin to final destination.

In making joint rates over two or more lines, which are not under the same management or control, the following differential shall be added to the one line rate named herein:

On less than carloads add six cents per 100 pounds, provided that joint through rates shall not exceed the rates named for four hundred (400) miles single line mileage, which shall be the maximum for all hauls between any points in the State of Louisiana.

Where two or more routes are available from point of origin to destination, the line or lines handling the shipment shall charge the same rate as though shipment had actually moved over the route by which the lowest rate can be made.

Issued September 26, 1913.

Order No. 1624.

(Amends Order No. 1621.)

ORDERED, That, in making joint through rates over two or more lines, which are not under the same management or control, the following differentials shall be added to the single line rate named herein:

On less than carload shipments, add six (6) cents per 100 pounds, provided the joint through rate shall not, in any case, exceed 35 cents per 100 pounds, which is hereby prescribed as the maximum rate for all less than carload shipments between any two points in Louisiana.

On carload shipments, add 2.5 cents per 100 pounds, provided the joint through rate shall not, in any case, exceed 27 cents per 100 pounds, which is hereby prescribed as the maximum rate for all carload shipments between any two points in the State of Louisiana.

It is further

ORDERED, That the rates as prescribed in Order No. 1621, issued September 26, 1913, and as amended in this order, shall apply to the Louisiana & Northwest Railroad Company and George W. Hunter, receiver thereof, and to the St. Louis Southwestern Railway Company, and to all other railroads operating in Louisiana.

Issued October 21, 1913.

**Rates for Transportation of Oil Through Pipe Lines Between
Points in Louisiana.**

Order No. 2199.

ORDERED, That, effective May 1, 1918, the rate for transportation of crude petroleum under the company's regulations in effect through the pipe lines of the Gulf Refining Company of Louisiana from the established receiving station of said company in the Caddo oil field, near Mooringsport, Louisiana, to the delivery station loading rack in or near the town of Mooringsport, shall be 7.5 cents per barrel, including loading.

All rates, tariffs, rules and regulations in conflict herewith are cancelled.

Issued April 16, 1918.

Readjustment of Rates on Petroleum and Its Products.

Order No. 2240.

ORDERED, That the Louisiana & Northwest Railroad be, and it is hereby, authorized and required to amend its tariffs naming rates from points on lines under Federal control on petroleum and its products, when moving to points on the Louisiana & Northwest Railroad; and when moving between points on the Louisiana & Northwest Railroad, so as to conform to the basis named in Freight Rate Authority No. 96, issued by the Director General of Railroads on July 24, 1918.

Issued November 20, 1918.

PINE KNOTS.

**Pine Knots, Carloads, from Baton Rouge, Hammond &
Eastern Railroad Points to Covington, and
Reparation on Past Shipments.**

Order No. 2010.

ORDERED, That the Yazoo & Mississippi Valley Railroad Company (Baton Rouge, Hammond & Eastern Division) be, and it is hereby, commanded and required, on and after June 31, 1916, to cease and desist from charging any higher rates for the transportation of pine knots, carloads, minimum weight 30,000 pounds, than the following:

10 miles and under.....	2 cents per 100 pounds
20 miles and over 10 miles.....	2½ cents per 100 pounds
40 miles and over 20 miles.....	3 cents per 100 pounds

All rates, orders or authorities in conflict will be cancelled when this order becomes effective.

Issued June 20, 1916.

**Pine Knots, Carloads, from Baton Rouge, Hammond &
Eastern Division Points to Covington, and
Reparation on Past Shipments.**

Order No. 2023.

(Amending Order No. 2010.)

ORDERED, That Order No. 2010, adopted June 20, 1916, be, and it is hereby, amended so as to establish a minimum weight of 35,000 pounds, applicable to the rates named therein on pine knots in carloads, and to that extent Order No. 2010 is hereby modified.

Issued July 18, 1916.

**Change of Basis of Rates on Pine Knots and Stumps from
"Per Cord" Basis to "Per 100 Pound" Basis.**

Order No. 2084.

ORDERED, That the application of the New Orleans & Northeastern Railroad Company for authority to change the rates on pine knots and stumps between stations on that road in Louisiana from a "per cord" basis to a "per hundred pounds" basis, using estimated weight of 3250 pounds per cord, be, and the same is hereby, granted.

Issued March 21, 1917.

PILING AND TIES.

(See Lumber.)

PIPE AND FITTINGS.

**Rates on Pipe, Pipe Fittings, etc., from Shreveport to
Gahagan and Grand Bayou, Louisiana.**

Order No. 1839.

ORDERED, That the following rates be, and they are hereby, adopted and made to apply on shipments of the commodities hereafter named between the points named on the Texas & Pacific Railway.

On pipe (iron and steel), wrought, welded or seamless, wrought iron, conduit pipe, boiler tubes, connections, fittings and valves, including iron body and valve springs, water gates, steel drill rods, iron body well pipe screens and drive well points, straight or mixed carloads, with brass or bronze valves, brass pipe fittings, steam traps and iron body well strain-ers, minimum weight 36,000 pounds, between Shreveport and Grand Bayou and Gahagan, twelve (12) cents per 100 pounds.

Pipe fittings and valves under three inches in diameter must be packed in boxes, barrels, kegs, casks or bags, or strung on wire. The total weight of brass pipe fittings, steam traps and iron body well strain-ers, included in the mixed carload, when so shipped, must not exceed 12,000 pounds per car.

The rate of twelve (12) cents per 100 pounds shall apply as the maximum rate to intermediate points between Shreveport and Gahagan and Grand Bayou on the Natchitoches Branch of the Texas & Pacific Railway.

It is further

ORDERED, That the rates heretofore made and adopted by the Commission in this order become effective January 1, 1915, when and after which date the Texas & Pacific Railway Company is commanded and required to further cease and desist from charging higher rates than those named on the articles specified.

Issued December 15, 1914.

PLOW POINTS.

Order No. 437.

ORDERED, That plow points, plow irons, bottoms, shares, lays, wings or mould boards, and iron scooters, in kegs, barrels, casks, or in bundles securely fastened with two wires, one of the wires not to be smaller than No. 10 size, shall take fourth class. When in bundles each bundle to be plainly marked.

Issued March 27, 1905.

POP.

(See Soda Water.)

POTATOES.**Joint Track Stations and Stations South of Shreveport
to New Orleans.****Order No. 881.**

ORDERED, That the Order No. 853 of this Commission, issued February 27, 1908, be, and the same is hereby, rescinded and cancelled. The rate of 17 cents now in effect from stations on the Texas & Pacific Railway, south of Shreveport, and north of Fordoche, to New Orleans, shall remain undisturbed until further ordered by the Commission, and other lines are hereby authorized to meet the present rates wherever competition exists.

Issued April 28, 1908.

Order No. 1391.

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required to establish a minimum weight of 24,000 pounds on potatoes when shipped in carload quantities between points on its line in the State of Louisiana.

Effective March 24, 1912.**Issued March 14, 1912.**

**Rates on Potatoes and Onions from Landings on Bayou Lafourche,
Houma, and Landings on Bayou Terrebonne to New Orleans.****Order No. 2204.**

ORDERED, That the application of the Barker Barge Line and the Bradford Transportation Company for authority to establish a rate of 20 cents per sack on potatoes and onions, of 70 and 80 pounds per sack, respectively, excess to be charged for in proportion, be, and the same is hereby, granted.

Issued April 18, 1918.

**Rates on Potatoes and Onions from Points on
Bayou Lafourche to New Orleans.****Order No. 2205.**

ORDERED, That the application of the Morgan's Louisiana & Texas Railroad & Steamship Company, acting for itself and its connections, the Williams Barge Line, via Lafourche Crossing, and the Lower Lafourche Barge Line, via Lockport, for authority to advance the rates on potatoes and onions from 15 to 20 cents per sack, of 70 and 80 pounds, respectively, excess to be charged for in proportion, be, and the same is hereby, granted.

Issued April 18, 1918.

**Rates on Potatoes and Onions from Landings on the
Mississippi River to New Orleans.**

Order No. 2206.

ORDERED, That the application of the Bradford Transportation Company for authority to establish a rate of 15 cents per sack on potatoes and onions, of 70 and 80 pounds, respectively, from landings on the Mississippi River to New Orleans, be, and the same is hereby, granted.

Issued April 18, 1918.

RICE.

From Shelburne and Lake Providence to New Orleans.

Order No. 641.

ORDERED, That the Memphis, Helena & Louisiana Railroad Company shall, effective January 20, 1907, establish and charge a rate of 15 cents per hundred pounds on rice, carloads, in connection with the Texas & Pacific Railway Company, between Shelburne and Lake Providence (and stations intermediate) and New Orleans, Louisiana.

All rates, authorities or orders in conflict with this order will be cancelled when it becomes effective.

Issued January 10, 1907.

Loading and Unloading Charge Abolished.

Order No. 924.

ORDERED, That on and after October 25, 1908, the charge of three (3) cents per sack for loading and unloading rice shall be, and is hereby, declared abolished for all railroads operating in Louisiana, and the carload rates, as established or authorized by the Commission, without the addition of a loading or unloading charge, shall apply.

Issued October 9, 1908.

(Steamboats excepted.)

Rates on Rough and Cleaned Rice Between Points in Louisiana.

Order No. 2067.

ORDERED, That the following rates for the transportation of rough and clean rice by railroads between points in the State of Louisiana and the following rules governing milling-in-transit and stopping-in-transit of shipments of rice and rice products be, and they are hereby, fixed and established for all railroads operating in the State of Louisiana:

ROUGH RICE—SINGLE LINE RATES.

In Cents per 100 Pounds.

		Carloads Minimum Weight 30,000 Pounds
10 miles and less.....		4.5
15 miles and over 10 miles.....		5
20 miles and over 15 miles.....		5.5
25 miles and over 20 miles.....		6
30 miles and over 25 miles.....		6.5
35 miles and over 30 miles.....		7
40 miles and over 35 miles.....		7.5
45 miles and over 40 miles.....		8
50 miles and over 45 miles.....		8.5
55 miles and over 50 miles.....		9
60 miles and over 55 miles.....		9.5
70 miles and over 65 miles.....		10.5
75 miles and over 70 miles.....		11
80 miles and over 75 miles.....		11.5
85 miles and over 80 miles.....		12
90 miles and over 85 miles.....		12.5
95 miles and over 90 miles.....		13
100 miles and over 95 miles.....		13.5
110 miles and over 100 miles.....		14
120 miles and over 110 miles.....		14.5
Over 120 miles.....		15

JOINT RATES: On shipments transported over two or more lines of railroad, not under the same management or control, the rates shall be the sum of the mileage rates of each railroad, less ten per cent, with a maximum of 17 cents per hundred pounds.

One remnant or clean-up shipment of not less than 10,000 pounds may be handled under the rates above provided at the end of each season.

CLEAN RICE.

The rates on clean rice, carloads, minimum 30,000 pounds, shall be 2 cents per hundred pounds higher than rates above provided on rough rice, observing a maximum of 15 cents per hundred pounds for single line application, and 17 cents per hundred pounds for joint line application. Clean rice rates will apply on brewers' rice.

The rates on clean rice, less than carloads, for single line application, shall be 5 cents per hundred pounds higher than the rates on clean rice, carloads. The rates on clean rice, less than carloads, for joint line application, shall be the sum of the mileage rates of each railroad, less 10%, with a maximum of 24 cents per hundred pounds.

MILLING IN TRANSIT AND STOPPING IN TRANSIT.

All railroads in Louisiana handling rough rice in carload quantities

are hereby commanded and required to establish milling in transit and stopping in transit rules and regulations at points on their own lines, or lines under the same management or control, and on their connecting lines where desired, and to file with this Commission, within fifteen (15) days from the date hereof a tariff conforming to the following plan:

Transit privileges will be granted on rough rice, clean rice and brewers' rice, carloads, for the purpose of milling, inspection, weighing, cleaning, sacking, mixing, grading, separating or changing consignment, ownership, or destination; shall apply in direct line of transit, with a free out-of-route service of not exceeding 125 miles, with charges for out-of-route service in excess of 125 miles, as follows:

For 150 miles or less in excess of 125 miles.....	1c per hundred pounds
For 200 miles or less in excess of 125 miles.....	2c per hundred pounds
For 200 miles or less in excess of 125 miles.....	3c per hundred pounds
For 300 miles or less in excess of 125 miles.....	4c per hundred pounds

Shipment at transit point to be redelivered to the line handling the commodity into the transit point; through rates applicable to be those in effect from origin or transit station to final destination, whichever is the higher, but not less than the actual mileage traversed via the transit station, clean rice rates to be observed as minimum on rice products, namely: brewers' rice, rice bran, rice hulls, rice flour, rice meal and rice polish; a charge of 1c per hundred pounds to be made to cover the stop for transit, suitable time limit to be provided for the transit privilege, but in no event in excess of thirteen months; the customary basis governing the loss in weight at milling point to be provided, such loss in weight to represent the average loss as demonstrated by actual tests; transit privileges to be allowed when the maximum single line or maximum joint line rates are applied from origin to destination. Carriers will be expected to file suitable rules governing the matter of policing the transit privilege and such other rules, regulations, etc., as are ordinarily and customarily applied to transit privileges.

It is further

ORDERED, That the rates named herein on rough and clean rice, and that the rules and regulations to govern stopping in transit and milling in transit of shipments of rice, shall become effective on March 1, 1917, when all rates, rules, regulations, orders, rulings or authorities in conflict herewith will be, and they are hereby, cancelled.

It is further

ORDERED, That any interested party may, prior to March 1, 1917, file with this Commission, in writing, any opposition to the proposed order, setting forth fully the grounds upon which such opposition is based.

Issued January 25, 1917.

Rates on Rice Between Points in Louisiana, and Transit Arrangements.

Order No. 2116.

ORDERED, That this Commission's Order No. 2067, dated January 25, 1917, be, and the same is hereby, reaffirmed and reinstated to become effective August 15, 1917, when all rates, rules, regulations or orders conflicting therewith be, and are hereby, rescinded and cancelled.

It is further

ORDERED, That Order No. 2075, of date February 9, 1917, which cancelled Order No. 2067, be, and the same is hereby, recalled, rescinded and cancelled.

Issued August 3, 1917.

Rates on Rice Between Points in Louisiana, and Transit Arrangements.

Order No. 2164.

(Amending and Modifying Orders Nos. 2067, 2116 and 2163.)

ORDERED, That Order No. 2116, reinstating Order No. 2067, be, and the same is hereby, amended and modified so as not to apply to either the Yazoo & Mississippi Valley Railroad Company or the Illinois Central Railroad Company, and as to the said Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company the said orders are hereby rescinded, annulled and cancelled, and the rates on rough and clean rice applying on the said railroads between points within the State of Louisiana prior to the effective date of the said Order No. 2116 are hereby reinstated and made effective from the date when such rates were cancelled.

It is further

ORDERED, That this order is issued without prejudice to the case now pending in the Twenty-second Judicial District Court, Parish of East Baton Rouge, State of Louisiana, entitled Empire Rice Milling Company, et al., vs. Railroad Commission of Louisiana, No. 4546 on the docket of the said court, except in so far as the order in contest in said suit affects the said Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company.

Issued January 8, 1918.

Order No. 2233.

Baton Rouge Chamber of Commerce

versus

No. 2777

The Yazoo & Mississippi Valley Railroad.

In re Application of Rough Rice Rates.

This case comes before the Commission on the application of the

Traffic Bureau of the Baton Rouge Chamber of Commerce, and involves an interpretation of certain of the Commission's orders rather than the establishing of a rate.

Order No. 2067 of this Commission was issued January 25, 1917. It prescribes rates for the transportation of rough and clean rice between points in Louisiana. It likewise established milling in transit privileges, the measure of the rates having been made with due regard to the fact that milling in transit was permitted. The order canceled all rates previously existing on rice between points within the State.

On the application of certain carriers a rehearing was granted, and on August 3, 1917, Order No. 2116, reaffirming and reinstating Order No. 2067 was issued, to become effective August 15, 1917.

Order No. 2116 was contested in the courts of the State by certain rice interests of the City of New Orleans. The record as made before the Commission was, in accordance with law, transmitted to the court; and, in addition thereto, new and additional evidence was introduced on the hearing of the case before the court. Under the law, after the taking of this new and additional evidence, the record was thereupon returned to the Commission by the court for the purpose of permitting the Commission to consider the new evidence. The Commission again reviewed, in chambers, the entire record, and, on December 19, 1917, affirmed its Order No. 2116, which, in turn, affirmed Order 2067. The case then found its way to the Supreme Court of the State of Louisiana, where the judgment of the lower court, sustaining the order of the Commission, was affirmed, and the order held legal and valid.

Thereafter the Commission, on January 8, 1918, in further consideration of the record as made, in view of the fact that the Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company were not in any manner interested in milling in transit rates on rice, as provided by Order 2116, reinstating Order 2067, by reason of the fact that there are no rice mills located on either of said railroads, held that the higher scale of rates as established by Order 2067 and reaffirmed by Order 2116, were not properly applicable on these two lines, because no milling in transit privileges, as contemplated by Orders 2067 and 2116, were or could be rendered; and the Commission held further that the rates previously in effect, under which milling in transit privileges were not authorized, were reasonable and just rates for these two lines.

Therefore, the Commission, in its Order 2164, cancelled, as to the Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company, the rates named in Order 2067, and reinstated and made effective the rates in effect prior to the issuance of Order 2067, these revived rates being those named in the Commission's Order No. 1071.

To the Commission's mind it is clear that, by the elimination of

the two carriers involved in this proceeding from the terms and conditions of Orders 2067 and 2116, the rates named in the Commission's Order No. 1071 automatically, as to those carriers, became the rates legally applicable, and it is so ordered.

BY ORDER OF THE COMMISSION.

Baton Rouge, Louisiana, September 24, 1918.

Commissioners:

SHELBY TAYLOR,

Chairman.

B. A. BRIDGES

JOHN T. MICHEL.

(Seal.)

Attest: A true copy.

HENRY JASTREMSKI,

Secretary.

ROAD MATERIAL FOR PUBLIC ROADS.

Order No. 1033.

ORDERED, That in order to promote and encourage the building of good roads in the State of Louisiana, all railroad companies and others operating railroads in the State of Louisiana be, and they are hereby, authorized to transport, free of charge, or at reduced rates, all stone, sand, gravel, shells, or other articles to be used in the construction of good roads, when such shipments are consigned to the President of the State Board of Engineers, or to any other party authorized by him to receive same.

On shipments made under this order carriers are authorized to issue billing orders governing the movement, using this order as their authority, and filing a copy of said billing order with this Commission.

Issued and effective July 27, 1909.

ROPE.

Sisal Rope, Hemp and Cotton Rope from New Orleans to Monroe.

Order No. 1362.

ORDERED, That the Texas & Pacific Railway Company, Morgan's Louisiana & Texas Railroad & Steamship Company, Kansas City Southern Railway Company, Chicago, Rock Island & Pacific Railway Company and the St. Louis, Iron Mountain & Southern Railway Company be, and they are hereby, commanded and required to establish a rate of twenty (20) cents per one hundred pounds on sisal rope, hemp and cotton rope, carloads, minimum weight thirty thousand (30,000) pounds, from New Orleans, Louisiana, to Monroe, Louisiana.

Effective February 15, 1912, when all rates in conflict are hereby cancelled.

Issued February 1, 1912.

From New Orleans to Shreveport.

Order No. 1394.

ORDERED, That the Louisiana Railway & Navigation Company and the Texas & Pacific Railway Company be, and they are hereby, commanded and required to establish a rate of 20 cents per 100 pounds, carloads, minimum 30,000 pounds, on sisal, hemp and cotton rope, from New Orleans, Louisiana, to Shreveport, Louisiana, and from New Orleans, Louisiana, to Alexandria, Louisiana.

Effective April 21, 1912, when all rates in conflict are hereby cancelled.

Issued April 10, 1912.

Rate on Lath Yarn and Rope from New Orleans to Alexandria.

Order No. 1725.

(Cancels Order No. 1676.)

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required hereafter to immediately cease and desist from further charging a higher rate on lath yarn, straight carloads, or in mixed carloads with rope, than the rate now applied on rope, carloads, from New Orleans to Alexandria, Louisiana.

Issued May 14, 1914.

Rate on Lath Yarn and Rope from New Orleans to Alexandria.

Order No. 1732.

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required hereafter to immediately cease and desist from further charging a higher rate on lath yarn, straight carloads, or in mixed carloads with rope, than the rate now applied on rope, carloads.

Issued May 26, 1914.

SALT.

**Salt, Carloads, from Avery Salt Mine and Weeks Island
to Baton Rouge.**

Order No. 1938.

ORDERED, That the Morgan's Louisiana & Texas Railroad &

Steamship Company be, and it is hereby, commanded and required, on and after November 1, 1915, to cease and desist from charging a higher rate than \$1.25 per ton of 2,000 pounds, carloads, minimum weight 40,000 pounds, on salt, in barrels, sacks, blocks or in bulk, from Avery Salt Mine and Weeks Island to Baton Rouge.

Issued October 20, 1915.

SAND.

(See Gravel.)

SCRAP IRON.

Rates on Scrap Iron, Junk, Etc.

Order No. 1757.

ORDERED, That, effective August 1, 1914, the following maximum rates be, and the same are hereby, established to apply on shipments of junk as hereinafter described, and on iron and steel rails and fastenings in carloads, when transported between points in the State of Louisiana:

	Rates in Cents per 100 Pounds.
Maximum rate for one-line haul.....	12½
Maximum rate for two-line haul.....	15
Maximum rate for three-line haul.....	16

Provided, that existing maximum rates which are lower than the rates hereinbefore named shall not be disturbed.

(Stopover Privileges on Shipments of Junk.)

Cars may be stopped once in the direction of the movement of the shipment, in transit, for the purpose of completing loads at an additional charge of \$5.00 per car, such charge to accrue to the line making the stop. When stopover privileges are allowed the demurrage rules approved by the Railroad Commission of Louisiana will apply on cars which are detained more than twenty-four (24) hours for loading, the time to be computed from seven (7) a. m. on the day after the car is placed.

(Description of Articles.)

The rates named herein will apply on the following articles:

Iron and steel rails and fastenings, in carloads, straight or mixed, minimum weight 30,000 pounds.

On the following articles, straight or mixed carloads, minimum weight 24,000 pounds: bones, hoofs and horns, empty second-hand bottles, broken glass, glue stock, old discarded press cloths, old rubber, old leather, scrap paper, rags, scrap metal, brass, copper, iron, lead, tin, zinc, old car wheels, cotton tie clippings, cotton factory sweepings, old string, old rope, old bagging, scrap rags, cloth ends and refuse cotton

pickings, loose in sacks, not exceeding 30,000 pounds per car; leather scraps (trimmings obtained in the manufacture of leather goods), shavings and skivings, in boxes, barrels, bags or bales, in carloads, straight or mixed; also jute, wool or cotton mill sweepings (sweepings of jute, woolen, carpet or cotton mills and factory clippings, exclusive of finished or manufactured waste in packs or bales).

Issued July 1, 1914.

Rates on Scrap Iron, Etc.

Order No. 1758.

(Amending Order No. 1757.)

ORDERED, That the rates named in the said Order No. 1757, of July 1, 1914, as applicable to iron and steel rails and fastenings, in carloads, straight or mixed, will apply only on second-hand iron and steel rails and fastenings, in carloads, straight or mixed, minimum weight 30,000 pounds, and to this extent the said Order No. 1757 is amended.

It is further

ORDERED, That the following rates on new iron and steel rails and fastenings, in carloads, straight or mixed, minimum weight 30,000 pounds, be, and the same are hereby, established:

	Rate in Cents per 100 Pounds.
Maximum rate for one-line haul.....	15
Maximum rate for two-line haul.....	17
Maximum rate for three-line haul.....	18

Provided that existing maximum rates which are lower than the rates above named shall not be disturbed.

The terms and provisions of Order No. 1757 not specially amended or modified herein shall remain in full force and effect.

Issued July 29, 1914.

Cancellation of Certain Concentration Rates on Junk, Carloads, at New Iberia, La.

Order No. 1827.

ORDERED, That the application of the Morgan's Louisiana & Texas Railroad & Steamship Company for authority to cancel certain concentration rates on junk, carloads, at New Iberia, as established in Authority No. 456, of July 5, 1900, be, and the same are hereby, granted.

Issued November 24, 1914.

SHELLS.**Rate on Clam Shells.**

Order No. 1719.

ORDERED, That all railroads operating in the State of Louisiana shall apply on shells, carloads, minimum weight 30,000 pounds (except shells for roofing purposes, poultry food, or mussel shells), between points in the State of Louisiana, the same rates as apply on sand and gravel, effective May 10, 1914, when all rates, rules, regulations, classifications or authorities in conflict are cancelled.

Issued April 29, 1914.

SLABS.**Gum Lumber Slabs from Honey Island to New Orleans.**

Order No. 1903.

ORDERED, That the application of the New Orleans & Northeastern Railroad Company for authority to cancel the present rate of 2½ cents per 100 pounds on gum lumber slabs, carloads, between Honey Island and New Orleans, as published in N. O. & N. E. Tariff 444-B, be, and the same is hereby, granted.

Issued April 28, 1915.

SODA WATER, ETC.

(See also Express Rates.)

**Soda Water, Pop, Mineral Waters (Plain, Carbonated and Flavored),
and All Other Non-Alcoholic Beverages, in Boxes, or in
Boxes With Open Tops, Less Than Carloads.**

Order No. 1029.

All railroads.

(Rates in cents per 100 pounds.)

Distance—	Original Movement to Consignee.	Empty Packages Returned to Original Consignor.
10 miles and less.....	10	5
15 miles and over 10 miles.....	12	6
20 miles and over 15 miles.....	14	7
25 miles and over 20 miles.....	16	8
30 miles and over 25 miles.....	18	9
35 miles and over 30 miles.....	20	10
40 miles and over 35 miles.....	22	11
45 miles and over 40 miles.....	24	12

SODA WATER.—Continued.

Distance—	Original Movement to Consignee.	Empty Packages Returned to Original Consignor.
50 miles and over 45 miles.....	26	13
55 miles and over 50 miles.....	28	14
60 miles and over 55 miles.....	30	15
65 miles and over 60 miles.....	32	16
70 miles and over 65 miles.....	34	17
75 miles and over 70 miles.....	36	18
80 miles and over 75 miles.....	38	19
100 miles and over 80 miles.....	40	20

On joint through shipments over two or more railroads the sums of the mileage rates, less 10 per cent, will apply. Lower rates which are in effect shall not be cancelled or disturbed by this tariff.

Issued July 1, 1909.

Effective July 15, 1909.

STAVES.

(See Logs, Staves, etc., *supra*.)

STONE, BROKEN.

Order No. 1343.

(Amends Order No. 1222.)

ORDERED, That all railroads operating in the State of Louisiana shall apply on broken stone, carloads, the rates named in this Commission's Order No. 1222, adopted December 21, 1910, except that the rate of 4 cents per 100 pounds, on broken stone, carloads, between New Orleans and Winnfield, remain undisturbed and continue in effect until changed by order of this Commission.

Issued December 21, 1911.

Order No. 1668.

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required to apply, on broken stone, carloads, the same rates as those named on sand and gravel in this Commission's Order No. 1206, issued October 28, 1910.

Issued January 27, 1914.

STRAW.**Rates on Rice Straw, in Carloads, from Points on Their
Line to New Orleans.**

Order No. 1760.

(Amending Order No. 1597.)

ORDERED, That Order No. 1597, issued July 23, 1913, be, and it is hereby, amended so as to read as follows:

ORDERED, That the Morgan's Louisiana & Texas Railroad & Steamship Company and the Louisiana Western Railroad Company be, and they are hereby, commanded and required to protect the lower rate of seven and one-half (7½) cents per 100 pounds on rice straw moving in the month of May, 1912, contained in thirteen cars, from Morse, Louisiana, consigned to Milam-Morgan Company, at New Orleans, Louisiana, on which a rate of 10 cents per 100 pounds was collected, and to refund to the shipper the overcharge of \$53.39 which resulted by reason of applying the excessive rate of 10 cents per 100 pounds.

Issued July 29, 1914.

SUGAR AND MOLASSES.

(See also Molasses.)

Sugar and Molasses—Points on Bayou Lafourche to New Orleans.

Order No. 138.

Southern Pacific Company and Barker Barge Line. The following rates established from all points south of Lockport to New Orleans, via Barker Barge Line and Southern Pacific Company:

Sugar, per barrel, from points south of Lockport, including Cut-Off, to New Orleans, 55 cents. The Barker Barge Line to receive the same amount for service rendered as formerly.

Effective at once.

Issued February 28, 1901.

Sugar and Molasses—Southern Pacific Points to New Orleans.

Order No. 224.

Morgan's Louisiana & Texas Railroad & Steamship Company and the Louisiana Western Railroad.

Rates established between points in Louisiana and New Orleans.

Tariff omitted. Printed in "Authorities for Rates," previous reports.

Issued October 9, 1902.

Sugar—Carloads, New Orleans to Alexandria.

Order No. 240.

Texas & Pacific Railway.

ORDERED, That on and after the 25th day of November, 1902, the rate on sugar, carloads, from New Orleans to Alexandria, shall be 17 cents per 100 pounds.

Issued November 20, 1902.

Sugar, Rice and Molasses—New Orleans to Stations on Louisiana & Arkansas Railway.

Order No. 888.

ORDERED, That the Louisiana & Arkansas Railway Company and its connecting lines, the Morgan's Louisiana & Texas Railroad & Steamship Company and the Louisiana Railway & Navigation Company, be, and are hereby, required, on and after June 30, 1908, to charge, demand and collect not more than forty (40) cents per hundred pounds on sugar, rice and molasses, in less than carloads, from New Orleans to points on the Louisiana & Arkansas Railway in Louisiana, except in cases where the commodity rates are lower.

Issued May 29, 1908.

Order No. 1092.

ORDERED, That the petition in this case for a readjustment of rates on sugar, rice and molasses, from Lake Charles, Louisiana, to points on the Louisiana & Pacific Railway, and between points on the Louisiana & Pacific Railway, be, and it is hereby, granted.

Issued January 26, 1910.

Rate on Sugar, Molasses, etc., from Valverda to New Orleans, Louisiana.

Order No. 1729.

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required, on and after June 1, 1914, to further cease and desist from charging a higher rate than ten (10) cents per 100 pounds on sugar and molasses, carloads, minimum weight 36,000 pounds, between Lorio's Station and New Orleans, rates between intermediate points to be no higher.

All rates, rules, regulations, orders or authorities in conflict herewith are hereby cancelled.

Issued May 14, 1914.

Rates on Sugar from Louisiana Producing Points to Crowley.

Order No. 2241.

ORDERED, That the Morgan's Louisiana & Texas Railroad & Steamship Company and the Louisiana Western Railroad be, and they are hereby, commanded and required, within fifteen days from the date hereof, to refund to Green-Shoemaker, Ltd., of Crowley, Louisiana, 23.5 cents per 100 pounds on the weight of the two cars of sugar shipped from Labadieville to Crowley as hereinabove specified, this being the overcharge above the legally authorized and published rate to apply on such shipments.

Issued December 17, 1918.

Rates on Sugar and Molasses from Points on the Mississippi River, Angola and South, to New Orleans, Louisiana.

Order No. 2244.

ORDERED, That the Mutual Transportation Company, the Ouachita Transportation Company, the Carter Packet Company, and the Bradford Transportation Company be, and they are hereby, authorized and required to amend their tariffs by charging rates not higher than 60 cents per barrel on sugar, and \$1.10 per barrel on molasses, from points on the Mississippi River in Louisiana, Angola and south, to New Orleans, Louisiana.

It is further

ORDERED, That all rates, authorities and tariffs heretofore in effect on these commodities between these points be, and they are hereby, declared cancelled, null and void when this order becomes effective.

Issued December 17, 1918.

SUGAR CANE.**Sugar Cane—For Manufacturing Purposes.**

Order No. 93.

All railroads in Louisiana.

ORDERED, That the cane tariff published in the Commisison's Order No. 91 is hereby cancelled, and the following tariff on sugar cane, with the foot notes added, is hereby adopted for the use of all carriers handling that commodity in the State of Louisiana:

***SUGAR CANE.**

(Rates in cents per ton of 2,000 pounds.)

Distance—	Rates.
1 to 25 miles.....	50
25 to 35 miles.....	55

35 to 50 miles.....	65
50 to 100 miles.....	75
100 to 150 miles.....	100
150 to 200 miles.....	125

Minimum, fifteen tons to a car.

Effective at once.

Note.—This tariff shall not affect any rates now on file with the Commission which are less than the rates above prescribed.

Above rates shall govern, provided the cane product is shipped by the same carrier; provided, further, that said carrier will make as low rates as are made by other competing carriers.

If the product is not shipped as above provided, the rates will be 100 per cent higher.

Issued August 22, 1900.

Sugar Cane for Manufacturing Purposes.

*Order No. 553.

The following rates apply on all lines except the Illinois Central Railroad, the Yazoo & Mississippi Valley Railroad, the Texas & Pacific Railway, the Morgan's Louisiana & Texas Railroad, the Iberia & Vermillion Railroad and the Louisiana Western Railroad. For rates applying on the roads named, see Order No. 93, above:

(Rates per ton in cents.)

Distance—	Rates.
Under 25 miles.....	40
Over 25 miles to 30 miles.....	45
Over 30 miles to 50 miles.....	55
Over 50 miles to 100 miles.....	65
Over 100 miles to 150 miles.....	90
Over 150 miles.....	115

The above rates shall govern, provided the product is shipped out by the carrier delivering the cane; provided, that the said carrier establishes as low rates for the transportation of such products as are made by other competing carriers. If the products from the sugar cane are not shipped out by the carrier delivering the cane, then the rates for the transportation of the sugar cane will be 100 per cent higher than rates named above.

The minimum carload weight is hereby fixed at 15 tons to a car.

Issued August 6, 1906.

Effective September 1, 1906, except on roads named.

References to Orders Nos. 93 and 553:

*This exception is due to the fact that the roads named have filed suit against the Commission to set aside the rates named herein. In Novem-

ber, 1909, the suit of the M. L. & T. R. R. & S. S. Co., et al, vs. the Railroad Commission of Louisiana, seeking to set aside the rates, was decided in favor of the Commission, but as the case is now on appeal by plaintiffs to the State Supreme Court the rates have not, as yet, become operative. Should the State Supreme Court affirm the judgment of the lower court, the rates will then go into effect.

Sugar Cane—For Planting.

Order No. 940.

ORDERED, That rates on sugar cane for planting purposes, when transported between points in Louisiana, shall be the same as mileage rates on sugar cane for manufacturing purposes, as established or authorized by the Railroad Commission of Louisiana without requirement that the product be reshipped by the line transporting the cane for this purpose.

Issued November 18, 1908.

Order No. 1263.

ORDERED, That on joint through shipments of sugar cane, the rates as authorized or established by the Commission, and now in effect, will apply when the product is shipped out by the carrier delivering the sugar cane, deducting ten (10) per cent from the sum of each line's local rate.

Effective June 1, 1911.

Issued May 24, 1911.

Order No. 1315.

ORDERED, That in view of the facts shown in this case that the application of rates on sugar cane as established in this Commission's Order No. 553, which have been applied on sugar cane traffic on the New Orleans Southern & Grand Isle Railway, have resulted in a loss to the company, and in further view of the fact that the entire business of the company has been conducted at a loss, the said New Orleans Southern & Grand Isle Railway Company be, and it is hereby, excepted from the provisions of the said Order No. 553, adopted by the Commission on August 6, 1906, and the rates named in Order No. 93, adopted by this Commission on August 22, 1900, be, and they are hereby, restored to apply on the New Orleans Southern & Grand Isle Railway.

Issued September 22, 1911.

Order No. 1344.

ORDERED, That the Chicago, Rock Island & Pacific Railway Company be, and it is hereby, granted permission to establish the rates on sugar cane between points in the State of Louisiana, as shown in this Commission's Order No. 93.

Issued December 21, 1911.

Order No. 1345.

ORDERED, That the New Orleans, Texas & Mexico Railroad Company be, and it is hereby, granted permission to establish rates on sugar cane between points in the State of Louisiana, as shown in this Commission's Order No. 93.

Issued December 21, 1911.

SWITCHING.

Order No. 154.

ORDERED, That the rate for switching cotton seed from all water connections at Alexandria to the oil mills at that place shall be 25 cents per ton.

Issued May 23, 1901.

Switching Charges at Alexandria.

Order No. 255.

All railroads operating in Alexandria.

ORDERED, That the maximum rate for switching one car by any railroad operating in Alexandria, La., for a connecting road, shipper or consignee, is hereby fixed at two dollars and fifty cents.

Effective March 5, 1903.

Issued February 18, 1903.

Switching Charges Between Monroe and West Monroe.

Order No. 307.

Vicksburg, Shreveport & Pacific Railroad.

The following rates adopted for the Vicksburg, Shreveport & Pacific Railroad, to be applied to switching of cars between Monroe and West Monroe:

1. Same rates to and from competitive points to be given to West Monroe as in effect to and from Monroe.
2. The rate of \$5.00 per car, marked capacity, to be made on lumber, West Monroe to Monroe, when for local points on the St. Louis, Iron seed, carloads, from Iron Mountain Railway, Monroe, to Union Oil Company.
3. Rate of \$3.00 per car from Monroe to West Monroe on cotton seed, carloads, from Iron Mountain Railway, Monroe, to Union Oil Company, West Monroe.
4. Rate of \$5.00 per car on cotton seed products from Union Oil Mill at West Monroe to Iron Mountain Railway at Monroe, it being understood that the shipments of cotton seed products from oil mill at West Monroe to Monroe will not exceed 50 per cent of the seed brought in over the Iron Mountain Railway.

5. (a) The St. Louis, Iron Mountain & Southern and Vicksburg, Shreveport & Pacific Railway Companies agree that on lumber from West Monroe to Monroe, destined to competitive points, the Vicksburg, Shreveport & Pacific Railway is to receive three cents per 100 pounds as a division of the through rate.

(b) That on shipments of grain and grain products and hay and other carload freight, reaching Monroe via Iron Mountain Road consigned to West Monroe, the Vicksburg, Shreveport & Pacific Railway is to receive as a portion of the through rate two cents per 100 pounds from Monroe to West Monroe, minimum \$5.00 per car.

The Commission hereby approves and sanctions the above agreement, and as this adjustment appears to the best interests of all concerned, it is

ORDERED, That all orders or rates in conflict with the said agreement are cancelled, and the said rates and agreement above written to stand in lieu thereof.

Issued October 31, 1907.

Order No. 1144.

ORDERED, That within switching limits at Lake Charles, La., all interchange switching of cars shall be executed by the interested carriers (delivering the car at its final destination) within thirty-six hours from the time the switching order is filed, except for unavoidable cause of delay.

Effective June 1, 1910.

All orders, rules or regulations in conflict herewith are cancelled.

Issued May 25, 1910.

Switching Charges at Ruston, Louisiana.

Order No. 1172.

(Cancels Order No. 786.)

ORDERED, That, effective August 15, 1910, the Vicksburg, Shreveport & Pacific Railway Company and the Chicago, Rock Island & Pacific Railway Company shall further cease and desist from charging more than two dollars and fifty cents (\$2.50) per car for switching movements at Ruston, Louisiana.

It is further

ORDERED, That switching movements in Ruston, Louisiana, must be executed within twenty-four hours after switching orders are placed, provided all freight and advance charges and accrued demurrage charges have been paid on loaded cars to be switched and placed for unloading.

Issued July 28, 1910.

Switching Charges Between Monroe and West Monroe.

Order No. 1498.

(Cancels Order No. 1428.)

ORDERED, That the Vicksburg, Shreveport & Pacific Railway Company be, and it is hereby, commanded and required to further cease and desist from charging a higher rate than the sum of three dollars (\$3.00) per car for switching cars between points in West Monroe and Monroe on intrastate shipments to and from points in the State of Louisiana. Such movement being hereby declared to be switch movements.

All orders in conflict herewith are hereby cancelled.

Issued January 16, 1913.

Order No. 1523.

ORDERED, That the Vicksburg, Shreveport & Pacific Railway Company be, and it is hereby, commanded and required to cease and desist, on and after the first day of March, 1913, from charging a higher rate than three dollars (\$3.00) per car for switching loaded cars between Lincoln Spur and Ruston and between Jimerson Spur and Ruston.

All orders, rules, regulations and authorities in conflict are hereby cancelled.

It is further

ORDERED, That the rate herein established is established without prejudice to any future action by the Commission.

Issued February 20, 1913.

Switching at Rayville.

Order No. 1914.

ORDERED, That, effective July 15, 1915, a rate of \$2.50 per car is hereby adopted and made for the St. Louis, Iron Mountain & Southern Railway Company for the service of switching cars containing logs from the interchange track of the Vicksburg, Shreveport & Pacific Railway at Rayville, Louisiana, to Green Brothers' sawmill, located at the same place.

It is further

ORDERED, That the claim for reparation in this case be, and it is hereby, denied.

All rates, rules, regulations, authorities or orders in conflict herewith are hereby cancelled.

Issued June 23, 1915.

Intra-City and Intra-Terminal Switching.

Order No. 1921.

ORDERED, That the following rates, rules and regulations governing intra-city and intra-terminal movements of freight at all points in the State of Louisiana where switching districts are established be, and the same are hereby, established, effective August 1, 1915, for all railroads operating in the State of Louisiana, viz.:

(a) Unless otherwise specifically provided, where the carrier furnishes an empty car to be loaded, an extra switching charge of \$3.00 per car will be made. This charge will not be made on shipments on which the carrier, or carriers, receive freight revenue other than a switching charge.

(b) The extra switching charge specified in paragraph (a) will not be assessed by any railroad where the shipper or consignee whose goods are being handled furnish their own cars.

(c) Car rental charges as specified herein may be eliminated upon the application of any carrier to this Commission for authority therefor.

It is further

ORDERED, That rates in effect which provide for the furnishing of cars, or when switching or intra-city or intra-terminal rates are lower than those hereinabove prescribed, they shall not be advanced.

It is further

ORDERED, That Authority No. 10054-R, issued to the Louisville & Nashville Railroad Company on June 24, 1915, approving its Supplement 52 to Tariff GFO No. 1931, be, and it is hereby, cancelled.

All rates, rules, regulations, authorities, tariffs or orders in conflict are hereby cancelled.

Issued July 21, 1915.

Switching Charge Between Marrero and New Orleans.

Order No. 2168.

ORDERED, That the application of George B. Matthews & Sons for the reduction by the Trans-Mississippi Terminal Railroad Company of its switching charge from Marrero, Louisiana, to New Orleans, Louisiana, from eight dollars (\$8.00) per car to five dollars (\$5.00) per car be, and the same is hereby granted, and the Trans-Mississippi Terminal Railroad Company be, and it is hereby, commanded and required to readjust its tariffs so as to provide a charge of five dollars (\$5.00) per car for switching between Marrero, Louisiana, and the depots and tracks of the Trans-Mississippi Terminal Railroad Company at New Orleans, Louisiana; provided, however, that this order shall not be construed as in any way affecting the right of the Trans-Mississippi Terminal

Railroad Company to assess and collect a charge of three dollars (\$3.00) per car for furnishing a car, under the provisions of Order No. 1921 of the Railroad Commission of Louisiana.

Issued February 1, 1918.

TELEPHONE RATES.

Exchange Rates for the City of New Orleans.

Order No. 1176.

(Amended by Order No. 1176-A.)

(All previous rates conflicting are cancelled.)

Effective October 1, 1910, Order No. 866, adopted by this Commission April 29, 1908, be, and the same is hereby, cancelled. and in lieu of the rates named therein, the following rates for telephone exchange service in the city of New Orleans be, and the same are hereby, adopted, to remain in effect for a period of one year, and thereafter until otherwise altered, amended or changed by the Commission:

Business Rates.		Rates per Month.
Flat rate, unlimited service, direct line.....		\$8.50
Flat rate, limited service, 250 calls per quarter, direct line, excess calls, 2 cents each.....		4.00
Measured rate, direct line, each outward call 2 cents.....		3.50
Coin device stations, direct line, each outward call 5 cents guarantee 15 cents a day, 50 per cent of excess over guarantee returned to subscriber, making rate for excess calls 2½ cents each.		
Direct line to long distance board for long distance service only.		5.50
Private lines, metallic, not over one mile, for each instrument (no exchange connection) (50 cents per month for each additional mile or fraction thereof).....		3.00
Private line, common battery circuit.....		5.50
Residence Rates.		Rates per Month.
Flat rate, unlimited service, direct line.....		\$4.50
Flat rate, unlimited service, duplex line.....		3.50
Flat rate, limited service, 250 calls per quarter, direct line, excess calls 2 cents each.....		4.00
Coin device stations, duplex line, each outgoing call 5 cents; guarantee 8 1-3 cents a day, 50 per cent of excess over guarantee returned to subscriber, making rate for excess calls 2½ cents each.		
Special Rate to Clergy, Churches and Strictly Charitable Institutions.		
Flat rate, unlimited service, direct line.....		3.50
Extension sets.....		1.50

All above monthly rates subject to monthly discount of 50 cents if paid quarterly in advance.	
Extension bells (net, no cash discount).....	.25
Push button and buzzer (net, no cash discount).....	.25
Extra name in directory, same subscriber, per issue (net, no cash discount).....	.50
Additional subscriber, same instrument (joint user) (net, no cash discount).....	1.00

Order No. 1176-A.

(Amends Order No. 1176.)

ORDERED, That Order No. 1176, adopted July 28, 1910, be changed and amended so as to eliminate the following clause, viz.:

"All above rates subject to monthly discount of fifty cents if paid quarterly in advance."

And in lieu thereof the following clause is hereby adopted:

"All above monthly rates are subject to a monthly discount of fifty (50) cents if paid quarterly in advance."

Issued December 21, 1910.

Sibille Telephone Company.

Order No. 1197.

(Improved service: Exchange and toll rates.)

ORDERED, That the Sibille Telephone Company be, and it is hereby, commanded and required, on or before February 1, 1911, to so improve its telephone equipment and apparatus, and the telephone service rendered therewith, that it shall in all respects be as good as the standard equipment and apparatus and as the service rendered by the Cumberland Telephone & Telegraph Company in the State of Louisiana.

It is further

ORDERED, That the said Sibille Telephone Company be, and it is hereby, required at once to employ a sufficient number of competent telephone linemen and operators to keep their lines in repair and to furnish prompt, reliable service.

It is further

ORDERED, That the said Sibille Telephone Company, when all of the improvements to be made under this order have been completed and approved by the Railroad Commission of Louisiana as being satisfactory, then, and thereafter, the said Sibille Telephone Company will be authorized and allowed to charge the following rates for telephone service:

Residences:	Rates per Month.
Two party, direct line service, metallic circuit.....	\$1.40
Single party, direct line service, metallic circuit.....	1.65

Business:

Two party, direct line service, metallic circuit.....	2.00
Single party, direct line service, metallic circuit.....	2.75

These rates shall apply to all parties living within a radius of one mile and a half of any exchange operated by the company, except in cases where the corporate limits of a city or town are greater than this distance, in which case the rate shall apply in the corporation limits.

Country party lines shall be limited to five parties on a line, and in addition to the exchange rates the company will be allowed to collect twenty-five cents per month additional for each half-mile or fraction thereof up to a distance of three miles. The following rates will apply for parties living over three miles:

	Rates per Month.
Over 3 miles and not over 4 miles.....	\$2.00
Over 4 miles and not over 5 miles.....	4.00
Over 5 miles and not over 20 miles.....	5.00

Long Distance Toll Rates.

(See Order No. 1223, page 7.)

(Measurements according to pole line mileage.)

Rates for three-minute conversations, one-third of the regular rate to be charged for each additional minute:

One to 7 miles.....	10 cents
Over 7 miles to 15 miles.....	15 cents
Over 15 miles to 20 miles.....	20 cents
Over 20 miles to 30 miles.....	25 cents

These rates are not to go into effect until all the work ordered to be done herein has been completed in a manner satisfactory to the Commission, provided that at any time the owners or operators of the Sibille Telephone Company fail to maintain their service up to the standard as set forth herein, the Commission reserves the right to reduce these rates to a lower basis.

Effective November 1, 1910.

Written Messages Between Points on Connecting Lines.

Order No. 1219.

The following rates shall apply on all written messages, except night telegrams and night letters not requiring immediate delivery, between points in the State of Louisiana, located on different telegraph lines not under the same management or control:

On the first ten words.....	40 cents
For each additional word.....	2 cents

Effective January 1, 1911, when all rates, rules and regulations in conflict herewith shall be cancelled.

Issued December 21, 1910.

**Exchange Rates, Toll Rates, Single and Connecting Lines, and
Contracts for Service for Less Than One Year.**

Order No. 1223.

ORDERED, That the following rates be, and they are hereby, adopted and prescribed by the Commission, for telephone service at exchanges specified, on long distance toll messages between points in the State of Louisiana, as indicated:

Exchange Rates.

The exchange rates as authorized by the Commission at the various exchanges in the State of Louisiana are to remain in effect until further changed by the Commission, except at New Iberia and Crowley, La.

At New Iberia and Crowley, Louisiana, the present rate shall be reduced to the following:

	Rates per Month.
Business:	
Direct, single party lines.....	\$2.75
Two party lines.....	2.00
Residences:	
Two party lines.....	1.40
Direct, single party line.....	1.65

Service for Periods of Less Than One Year.

In the event the use of the telephone is discontinued, by removal of subscriber, or on account of non-payment of amount due for service, or if the contract is cancelled at the request of the subscriber before the expiration of the first year, the company shall collect no more than the following short term rates, and shall collect no charges whatever for installation:

During the first, second or third months, 37 per cent; fourth month, 44 per cent; fifth month, 51 per cent; sixth month, 58 per cent; seventh month, 65 per cent; eighth month, 72 per cent; ninth month, 79 per cent; tenth month, 86 per cent; eleventh month, 93 per cent, and the twelfth month 100 per cent of the annual rate.

Toll Rates.

The toll rates as now in effect over the lines of the Cumberland Telephone & Telegraph Company are hereby established as the maximum rates for all telephone lines operating in the State of Louisiana and shall not be exceeded on single line conversation.

Two and Three Line Toll Rates.

In cases where the service is rendered jointly by two telephone companies, not more than ten (10) per cent, with a minimum additional charge of ten (10) cents for each conversation of three minutes' duration or less, may be added to the single line rates.

In cases where the service is rendered jointly by three or more telephone companies, not more than ten (10) per cent, with a minimum additional charge of fifteen (15) cents, for each conversation of three minutes' duration or less, may be added to the single line rates.

On local single line conversation between telephone stations on the Howell Telephone Line, the rate shall be twenty-five (25) cents for each conversation of three minutes' duration or less, between all stations, this being the present rate in effect, except between four stations, where the present rate is 30 cents for a three-minute conversation.

All conflicting rates are cancelled.

Effective January 1, 1911.

Telephone Toll Rates.

Order No. 1251.

(Cancels Order No. 552.)

For rates for long distance telephone conversations of three minutes' duration or less, from one to twenty-five miles, measurements will be made according to pole line mileage, and the rates will be as follows:

	Cents.
From 1 to 10 miles, inclusive.....	10
Over 10 miles to 15 miles, inclusive.....	15
Over 15 miles to 25 miles, inclusive.....	20

For rates for long distance telephone conversations of three minutes' duration or less, between points in the same parish or adjoining parishes, over twenty miles, pole line mileage apart, measurements shall be made according to the air line distance between stations. In all towns or cities where there are telephone exchanges, said exchanges shall be considered stations.

For rates for long distance conversations of three minutes' duration or less, between points in any parish to points in any other parish, not bounding same, measurements shall be made according to air line distance from parish site to parish site. Rates based upon air line measurements shall be computed as follows:

	Cents.
Over 20 miles to 30 miles, inclusive.....	20
Over 30 miles to 40 miles, inclusive.....	25
Over 40 miles to 50 miles, inclusive.....	30
Over 50 miles to 60 miles, inclusive.....	35
Over 60 miles to 70 miles, inclusive.....	40
Over 70 miles to 80 miles, inclusive.....	45
Over 80 miles to 100 miles, inclusive.....	50
Over 100 miles to 110 miles, inclusive.....	55

From 100 miles and over the rate is $\frac{1}{2}$ cent per mile, air line measurement, the rate increasing 5 cents for every ten miles or fraction thereof. For example: If the distance is 102 miles, the rate is 55 cents.

In computing rates between points in different parishes which do not join each other, the parish site shall be used as a basing point, and the

rates between all points in such parishes shall be the same as the rate between the two county seats. Each parish shall be called a "square" and given a number for greater convenience in computing rates. The air line distances shall be used in computing such rates. For conversations longer than three minutes the charges for each extra minute shall not exceed one-third of the three-minute rate.

Stations located in the extreme southern part of Plaquemines Parish, on what is known as the Port Eads lines, will continue to use rates already authorized. For convenience these stations will each be given a square number, and the rates quoted to all other stations are to be in conformity with the rates between these stations and New Orleans, Louisiana.

Where a conversation is held between two points, not exceeding twenty-five miles or less, air line distance, over the lines of two or more companies, there shall be no additional charge beyond the rate prescribed to be charged for one company—that is to say, there shall be no terminal charge for any of the companies whose lines are being used in giving toll service between points not exceeding twenty-five miles, air line distance.

The official map of the Railroad Commission of Louisiana is to be used as the standard map for measuring distances between square centers, and all calculations for rates shall be based upon the Commission's map.

All other rates, orders, rules or regulations heretofore adopted by the Commission shall remain in effect, except as herein specifically changed.

Effective May 1, 1911.

Issued April 27, 1912.

Order No. 1365.

ORDERED, That on and after February 15, 1912, the Breaux Bridge-St. Martin Telephone Company be, and it is hereby, authorized and permitted to charge the following rates for messages handled between points on its own line and on messages handled in connection with other telephone lines with which it connects:

Between Breaux Bridge and—	Cents.
Parks.	15
Cecellie.	15
Ruth and Grant Point.	10
Anse la Butte.	5
Gecko.	10
Magenta.	10

These rates will supersede and cancel all conflicting rates, and will remain in effect until further ordered.

Issued February 1, 1912.

Advance in Telephone Rates.

Order No. 2190.

ORDERED, That the application of the Prairie Hayes Telephone Company for authority to increase its rates from \$1.25 per month to \$1.75 per month for residence telephones, and from \$1.75 per month to \$2.50 per month for business telephones be, and the same is hereby, granted.

Issued March 19, 1918.

Advance in Telephone Rates and Charges.

Order No. 2207.

ORDERED, That authority be, and the same is hereby, granted to the Southern Telephone Company, Inc., to establish the following rates, schedules and charges for its operations:

1. For business purposes, direct line service, located within exchange radius of $1\frac{1}{2}$ miles, per station per month.....\$3.00
 2. For residential purposes, direct line service, located within exchange radius of $1\frac{1}{2}$ miles, per station per month..... 2.00
 3. For residential purposes, party line service, located within exchange radius of $1\frac{1}{2}$ miles, per station per month..... 1.75
 4. For business or residential purposes, direct line service, from stations located outside exchange radius, the business or residential purpose direct line rate will be charged, plus a mileage charge, as follows:
 - a. Within $\frac{1}{2}$ mile (pole line distance) of exchange radius, per month.75
 - b. Over $\frac{1}{2}$ and within 1 mile (pole line distance) of exchange radius, per month..... 1.50
 - c. Over 1 mile and within $1\frac{1}{2}$ miles (pole line distance) of exchange radius, per month..... 2.25
 - d. Over $1\frac{1}{2}$ and within 2 miles (pole line distance) of exchange radius, per month..... 3.00
 5. For business or residential purpose rural line service from stations located outside the exchange radius, charge as follows:
 - a. For business purpose service, per month..... 3.50
 - b. For residential purpose service, per month..... 2.50
- Provided that said rates shall apply where there is at least one subscriber for each mile of total circuit distance, a proper pro rata to be added to said rates, for each station, where such rural line has less than one subscriber for each mile of total circuit distance.
6. Farm line switching charges per station on line (minimum charge per month per line \$3.00, per month).....\$1.00

- | | |
|--|------|
| 7. Business extension set, per month, in exchange radius or on direct line service outside..... | .75 |
| 8. Residence extension set, per month, in exchange radius or on direct line service outside..... | .75 |
| 9. Extension bell set, per month..... | .50 |
| 10. Desk stand, extra charge added to wall set rate, as shown above, per month..... | .25 |
| 11. For moving telephones, changing service or changing equipment the following schedule of charges will apply: | |
| a. Moving subscriber's equipment from a room or office to another room or office in the same building..... | 2.00 |
| b. Moving subscriber's equipment from one location to another in the same office or room..... | 1.00 |
| c. Moving subscriber's equipment from one building to another.. | 3.00 |
| d. Changing subscriber's service from special line to party line... | 2.50 |
| e. Changing subscriber's service from one party line to another party line | 2.50 |
| f. Changing type of subscriber's equipment upon request of subscriber when equipment in use is in good condition and appropriate. | 1.50 |

The above charges covered by items "a," "b," "c," and "d," are not to be made to subscribers who have had service at the same location continuously for a period of twelve months or more.

It is further

ORDERED, That all rates, regulations, charges, schedules, authorities or orders in conflict herewith be, and the same are hereby, declared cancelled and null and void when this order becomes effective.

Issued May 14, 1918.

THEATRICAL CARS.

Minimum Rates for Private Theatrical Cars.

Order No. 1215.

ORDERED, That the following rates for the transportation of special or private passenger and baggage cars between stations on any railroad in the State of Louisiana be, and the same are hereby, established, to become effective on December 15, 1910, and to remain in effect until changed, amended or cancelled by the Commisison, viz.:

FOR EACH PARTY OF NOT LESS THAN TWENTY ADULTS.

Requiring the Exclusive Use of	The Charge Will be—	Minimum Charge.
One passenger car.....20	adult fares.....	\$ 25.00
One passenger car and one baggage car.....20	adult fares, plus 7½ fares for baggage car.....	35.00
One passenger car and two baggage cars.....20	adult fares, plus 7½ fares for each baggage car....	45.00
Two passenger cars and two baggage cars.....40	adult fares, plus 7½ fares for each baggage car....	70.00
Two passenger cars and three baggage cars.....40	adult fares, plus 7½ fares for each baggage car....	80.00
Three passenger cars and three baggage cars.....60	adult fares, plus 7½ fares for each baggage car....	105.00

Note.—The minimum number of adult fares must equal \$25.00; otherwise \$25.00 must be collected to cover exclusive use of each passenger car.

The minimum charge for each baggage car shall be \$10.00 for each movement.

PARTIES NOT DESIRING EXCLUSIVE USE OF PASSENGER CARS.

For Party Not Less Than	Requiring	Charge	Minimum Charge.
No passenger.....	One baggage car...	12½ party fares.....	\$ 25.00
10 adults.....	One baggage car...	7½ party fares.....	25.00
20 adults.....	One baggage car...	Free.....	25.00
20 adults.....	Two baggage cars..	One car free, second car 7½ party fares.....	35.00
20 adults.....	Three baggage cars.	One car free, 7½ party fares for second car, and 7½ party fares for third car..	45.00
40 adults.....	Two baggage cars..	Two cars free.....	50.00
60 adults.....	Three baggage cars.	Three cars free.....	75.00
80 adults.....	Four baggage cars.	Four cars free.....	100.00
100 adults.....	Five baggage cars..	Five cars free.....	125.00

For an individual or party of less than ten (10) persons traveling in regular equipment and requiring exclusive use of one or more special cars:

Charge.	Additional Charge for Special Baggage Car or Cars	Total Minimum Charge for Each One-Way Movement.
Regular individual fare for each person in party.	For each special baggage car, charge the equivalent of 12½ first-class adult party fares for each movement, minimum collections \$10.00 per car movement, such fares being in addition to those paid for transportation of members of party.	Party and one special baggage car.....\$25.00 Party and two special baggage cars..... 35.00 Party and three special baggage cars..... 45.00

In applying the rates named herein, the following rules and explanations will be observed:

FARES: Adult first-class fares, or the equivalent, viz.: two and one-half fares for children, will be counted as one fare.

Where a charge is made for a baggage car this charge is in addition to the charges for passengers.

SPECIAL CARS: A special car is one placed in the service for the exclusive use of the party using it.

PASSENGER CAR, as used in this order, means sleeping car or coach or parlor car, combination sleeping and dining car, or combination sleeping and parlor car. Combination cars will be classed as passenger cars.

PRIVATE CARS, or cars which are owned, leased or rented by the party desiring transportation, will be handled at the same rates as apply on special passenger cars.

SLEEPING OR PARLOR CAR, not owned or rented by the party, will be charged for at regular sleeping car rates, in addition to the special party rates named herein.

The rates named herein are established in place of all rates which are higher. Lower rates in effect at this time shall not be cancelled or disturbed except upon special authority from the Commission. These rates may be reduced by any carrier upon proper application to the Commission.

Effective December 15, 1910.

Issued November 25, 1910.

VINEGAR.

(See Baking Powder.)

WHISKEY.

**Cancellation of Rates on Whiskey from New Orleans,
and to Apply Instead of the Class Rate.**

Order No. 1703.

ORDERED, That the application of the Texas & Pacific Railway pany, the Louisiana & Northwest Railroad Company, and the Morgan's Arkansas Railway Company, the Kansas City Southern Railway Company, the Louisiana & Northwest Railroad Company, and the Morgan's Louisiana & Texas Railroad & Steamship Company, for authority to cancel rates on whiskey from Baton Rouge and New Orleans, Louisiana, as authorized in Louisiana Railroad Commission Authority No. 1067 and Amendment No. 1 thereto, and apply in lieu thereof the present class rates, be, and the same is hereby, granted.

Issued March 26, 1914.

WOOD.

Cordwood, Points on T. & P. Ry. to New Orleans.

Order No. 761.

ORDERED, That the defendants, the Texas & Pacific Railway Company and the Opelousas, Gulf & Northeastern Railroad Company, be, and they are hereby, required on and after the 25th day of September, 1907, to charge no more than one dollar and thirty cents per cord on cord wood, in carloads, minimum ten cords to a car, between Melville, Goodwood switch and the Howard Hewes Company's mill, and Opelousas, Church Point, Rayne and Crowley.

All rates in conflict herewith are hereby ordered cancelled when the rates in this order become effective.

Issued September 13, 1907.

Cordwood. (See Slabs for Fuel.)

Order No. 899.

Rates on the New Orleans Great Northern Railroad changed from "per cord" basis to 100 pounds basis. Issued June 24, 1908, and rates contained in Commission's Authority No. 5126.

Issued March 30, 1908.

Order No. 1023.

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required to further cease and desist from charging more than a rate of \$5.00 per car for the transportation of slabs from the sawmill about three miles from Natchitoches, to Natchitoches, this rate to become effective on and after July 15, 1909.

All rates in conflict herewith will be cancelled when this rate becomes effective.

Issued July 1, 1909.

Order No. 1076.

(Amending Order No. 1023.)

ORDERED, That Order No. 1023, adopted by this Commission on July 1, 1909, be, and the same is hereby, modified and amended so as to fix and establish a rate of seven dollars and fifty cents (\$7.50) per car for the transportation of slabs by the Texas & Pacific Railway Company, from Russel's Spur to Natchitoches, in lieu of the rate of five dollars (\$5.00) per car. as fixed in said Order No. 1023, the said rate to

be applied to all shipments which have moved on and after the 15th of July, 1909, that being the date the said Order No. 1023 became effective.

Issued November 24, 1909.

Order No. 1085.

ORDERED, That the following rates for the transportation of slab wood by the New Orleans Great Northern Railroad Company, in carloads, be, and the same is hereby, established:

	Rate per Car.
From Folsom, La., to Covington, La.....	\$ 7.00
From Crawford's Mill, La., to Covington, La.....	10.00

The maximum rate for distances of forty miles is fixed at \$10.00 per car.

Minimum, 10 cords to a car; maximum, 12 cords to a car.

When a car is loaded above the prescribed maximum of cords, double the above rates will apply.

Rates effective January 1, 1910.

It is further

ORDERED, That the following rates for the transportation of slab wood, via the Yazoo & Mississippi Valley Railroad Company, in carloads, be, and the same are hereby, established:

	Rate per Car.
From Goodbee, La., to Covington, La.....	\$7.00

The maximum rate for distances of forty miles and less is hereby fixed at \$10.00 per car.

Minimum, 10 cords per car; maximum, 12 cords per car.

When a car is loaded above the prescribed maximum number of cords, double the above rates will apply.

Rates effective January 1, 1910.

All rates, authorities, or orders in conflict herewith are declared cancelled when these rates become effective.

Issued December 21, 1909.

Order No. 1121.

ORDERED, That the New Orleans Great Northern Railroad Company be, and it is hereby, commanded and required to further cease and desist from charging more than one dollar and twenty-five cents per cord, of one hundred and twenty-eight cubic feet, on cord wood, carloads, minimum ten cords to a car, from points on its line in Louisiana to New Orleans; provided, that the said New Orleans Great Northern Railroad Company may, if it so desires, establish a maximum of

twelve cords to the car, and apply double the above named rate on the excess number of cords over twelve cords.

Effective April 15, 1910, when all authorities, orders or rates in conflict will be cancelled.

Issued March 23, 1910.

Rates on Slab Wood to Covington.

Order No. 1145.

(Amends Order No. 1085.)

ORDERED, That the New Orleans Great Northern Railroad Company be, and it is hereby, commanded and required to establish a rate of \$1.00 per cord on slab wood and cord wood, from points on its line in Louisiana, to Covington, Louisiana. Minimum, 10 cords to the car.

All rates, orders or authorities in conflict are hereby cancelled when this order becomes effective.

Effective June 15, 1910.

Issued May 25, 1910.

Order No. 1174.

ORDERED, That, effective August 15, 1910, the Texas & Pacific Railway Company be, and it is hereby, commanded and required to further cease and desist from charging during the months beginning March 31 and ending September 1, of each year, the following rates:

Cord Wood, Carloads.

(Minimum 12 cords to the carload.)

From—	To	Rate Per Cord.
Addis and stations south, including branch line points (except where present rates are lower).....	New Orleans	\$1.00
Stations on main line west of Addis to and including Cheneyville.....	New Orleans	1.25
Stations on main line north of Cheneyville to and including Alexandria.....	New Orleans	1.50
Port Allen branch, north of Addis, to and including Torras.....	New Orleans	1.25
Port Allen branch, north of Torras, to and including Ferriday.....	New Orleans	1.50

All authorities, orders, rates, rules and regulations in conflict herewith are cancelled.

Issued July 28, 1910.

Cord Wood Between Points in Louisiana.

Order No. 1448.

ORDERED, That the Texas & Pacific Railway Company be, and it is hereby, commanded and required, within fifteen (15) days from the date of this order, to put in effect rates on cord wood, carloads, moving between points on its line in Louisiana as follows:

(Minimum, 12 cords to the car.)

Distance—	Rates per Cord—	
	Between Mar. 2 and Sept. 30, each year.	Between Oct. 1 and Mar. 2, each year.
5 miles and less.....	\$0.75	\$1.00
20 miles and over 5 miles.....	.75	1.00
50 miles and over 20 miles.....	1.00	1.25
100 miles and over 50 miles.....	1.00	1.25
110 miles and over 100 miles.....	1.05	1.30
120 miles and over 110 miles.....	1.10	1.35
130 miles and over 120 miles.....	1.15	1.40
140 miles and over 130 miles.....	1.20	1.45
150 miles and over 140 miles.....	1.25	1.50
160 miles and over 150 miles.....	1.30	1.55
170 miles and over 160 miles.....	1.35	1.60
180 miles and over 170 miles.....	1.40	1.65
190 miles and over 180 miles.....	1.45	1.70
200 miles and over 190 miles.....	1.50	1.75
210 miles and over 200 miles.....	1.65	1.90
220 miles and over 210 miles.....	1.65	1.90
230 miles and over 220 miles.....	1.80	2.05
240 miles and over 230 miles.....	1.80	2.05
250 miles and over 240 miles.....	1.95	2.20
260 miles and over 250 miles.....	1.95	2.20
270 miles and over 260 miles.....	2.10	2.35
280 miles and over 270 miles.....	2.10	2.35
290 miles and over 280 miles.....	2.25	2.50
300 miles and over 290 miles.....	2.25	2.50
325 miles and over 300 miles.....	2.40	2.65
350 miles and over 325 miles.....	2.55	2.80
375 miles and over 350 miles.....	2.80	3.00
400 miles and over 375 miles.....	3.00	3.25
425 miles and over 400 miles.....	3.10	3.25
455 miles and over 425 miles.....	3.20	3.45

All orders or authorities in conflict herewith are hereby cancelled.
Issued September 26, 1912.

Order No. 1528.

ORDERED, That the New Orleans Great Northern Railroad Company be, and it is hereby, granted and allowed permission to establish a rate of three and one-half ($3\frac{1}{2}$ c) cents per one hundred (100) pounds on cord wood, carloads, minimum weight forty thousand (40,000) pounds, from points on its line in Louisiana to New Orleans, Louisiana.

All rates, orders and authorities in conflict herewith are hereby cancelled.

Issued March 25, 1913.

Order No. 1541.

(Amends Order No. 1528.)

ORDERED, That the New Orleans Great Northern Railroad Company be, and it is hereby, granted and allowed permission to establish a rate of three (3) cents per one hundred (100) pounds on cord wood, carloads, minimum weight forty thousand (40,000) pounds, from Bonfouca, Louisiana, to New Orleans, Louisiana.

All rates, orders and authorities in conflict herewith are hereby cancelled.

Issued April 15, 1913.

Order No. 1654.

(Corrected.)

ORDERED, That the following rates for the transportation of slab wood, on the Yazoo & Mississippi Valley Railroad be, and the same are hereby established:

	Per Cord.
20 miles and under.....	\$0.75
100 miles and over 20 miles.....	1.00

The following minimum weights apply in connection with above mileage scale:

Cars of 40,000 pounds and less capacity.....	10 cords
Cars of 50,000 pounds and less capacity.....	11 cords
Cars of 60,000 pounds and less capacity.....	12 cords
Cars of 70,000 pounds and less capacity.....	13 cords
Cars of 80,000 pounds and less capacity.....	14 cords

All rates, rules, regulations, orders or authorities in conflict herewith are hereby cancelled.

Issued December 3, 1913.

**Change of Basis of Rates on Cord Wood From "Per Cord"
Basis to "Per 100 Pounds" Basis.**

Order No. 2090.

(Amending Order No. 2084.)

ORDERED, That Order No. 2084, issued March 21, 1917, be, and the same is hereby, amended and modified so as to read as follows:

"ORDERED, That the application of the New Orleans & Northeastern Railroad Company for authority to change the rate on cord wood between stations on that road in Louisiana from a "per cord" basis to a "per 100 pounds" basis, using estimated weight 3,250 pounds per cord, be, and the same is hereby, granted."

Issued April 11, 1917:

**Changing Rates on Cord Wood from a "Per Cord" to a
"Per 100 Pounds" Basis.**

Order No. 2127.

ORDERED, That the application of the Vicksburg, Shreveport & Pacific Railway Company, for authority to change the rate on cord wood between stations on that road in Louisiana from a "per cord" basis to a "per 100 pounds" basis, using the estimated weight of 3,250 pounds per cord, be, and the same is hereby, granted.

Issued September 11, 1917.

